Southern Pacific Bulletin

MARCH 1925

Southern Pacific Bulletin

K. C. INGRAM, Editor

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SAFETY FIRST!"

This is not only a safety slogan of Southern Pacific but a rallying cry for efficiency.

It means that Southern Pacific people are making every effort to provide the men, women and children who trust themselves to our care, safe transportation over mountains and deserts, through the days and nights, to their destinations. It means that we in the railroad service have an eye to the safety of each other in our daily work.

Attention to safety practices is a fair measure of the efficiency of the worker. A safe man is a careful man who thinks. Such a man is pretty sure to be accurate and trustworthy in all phases of his work.

The railroad is as safe and efficient as the individuals who make up its working forces. The good safety record of Southern Pacific men and women is a credit to their railroad and to themselves.

COURTESY is the world's best investment. Every venture pays big, sure returns. Time and thought spent in cultivating a gracious, helpful manner will be repaid in more and better friendships, in increased goodwill of employer, in more considerate treatment from fellow employes, and, more important than all, in the accumulation of an ever-growing stock of self respect.

Editorials by S. P. Employes

Comment on interesting or timely subjects will be welcomed. Contributions should be limited to 150 words, the editors reserving the privilege of editing or rejecting any material submitted.

THE spirit of contentment is the invisible factor which makes for success in every line of work. This is true whether one is working for an individual or for a corporation. Where unrest, discontent and discord abound, success can never be attained.

Every man owes it to himself, as well as to his employer, to engage in work into which he can put his best efforts and from which he can derive the greatest amount of satisfaction to himself. The man who is doing work for which he is not suited or which he does not like is a "square peg in a round hole," and ultimately finds himself spreading his own spirit of discontent among his fellow workers.

Every office, shop or gathering place of workers radiates an atmosphere created by those who work within it. This atmosphere is readily sensed by even the most casual observer, and it is this atmosphere which attracts or drives away business. No one likes to deal with a grouchy or unhappy individual, but everyone will return to deal a second time with a cheerful, courteous person.

387-184

Table of Contents

Block Signals "Speak" Simple Safety Words ..... *By R. D. Moore* 3
Captain Jungen Retires 4
Work of Employes Aids Accident Prevention..... 5
Grade Crossing Accidents Decrease. *By R. J. Clancy* 6
Careful Handling of Freight Is Shown *By R. G. Fagan* 7
"Service" Discussed by S. F. City Ticket Employes 8
Twenty-two Veterans Retire on Pension 10
Recent Promotions in Pacific Fruit Express.... 11
S. P. Has Agency in Romantic Cuba *By F. M. Giralt* 12
Steamship Line Officers Advance 15
Patrons Commend S. P. Employes 16
Foreman With "No Accident" Record Named 17
Leaders in Promoting Safety Work 19
Ogden Union Depot Notes 20
Winners of Safety Banners in 1924 20
Sacramento Division Notes 20
Leading Fuel Savers 21
L. A. Division Fuel Saving Campaign 21
Gold Badge Winners 21
Portland Division Notes 22
Western Division Notes 22
Stockton Division Business Getters Lead..... 23

Be a square peg in a square hole. Seek first that contentment and peace of mind which comes from the knowledge you are doing well the work for which you are qualified.

Mental poise and harmonious environment stimulate ambition and go hand in hand with good work.

—*Margaret E. Burchard, Asst. Lease Clerk, Portland Division.*

SUCCESS lifts itself. Failure pulls itself down to more failure.

Most people think Success consists in doing something Big. Instead it consists of a whole string of little successes.

Many people think financial success is to be achieved by taking their paltry little two or three hundred dollars and pulling some big "coup d'etat," perhaps in the stock market, or a dice game, or a booze deal. But such a "financial success" is a corpse without a spirit. It has not the momentum of the success that has lifted itself.

"Easy come, easy go."

True success is a living spirit, born of the momentum of a thousand little successes.

There are various types of success; financial success; literary success; military success; "personality" success; and other types which whistle by the closed ears of the multitudes.

As each of these really minor successes are such by virtue of the accumulated "spirit" of that type of success, so the greatest success,—The Success of Successes if you please,—is the success of the Spirit.

—*R. L. Crowder, Agent-Telegrapher, Western Division.*

"Let us endeavor so to live that when we come to die even the undertaker will be sorry."—Mark Twain.

"The secret of success in life is for man to be faithful to all his duties and obligations."—Disraeli.

Block Signals 'Speak' Simple Safety Words

By R. D. MOORE
Assistant Signal Engineer

AS passengers watch from the observation platform of a swiftly moving train, the block signal arms operating or the lights changing color, little do they appreciate the unseen activities taking place to produce these indications. This is not surprising, for to all outward appearances the block signal is a very simple device, nothing but a post with an arm attached near the top which moves from one position to another.

But the real "works" you do not see. They are too vital to be exposed and are kept carefully housed and protected.

Not only are the signals non-complicated in appearance but they employ a very concise yet effective language in transmitting information to trainmen. They say only "Stop," "Proceed," "Proceed with Caution" and "Proceed Prepared to Stop at Next Home Signal." Not a very extensive vocabulary, but what they do say means a great deal to the safe operation of the railroad.

For the purpose of a better understanding of what takes place behind the scenes, I wish you to accompany me on a journey, say from San Francisco to Los Angeles down the coast line, and form a mental picture of what transpires in the signal system en route.

Leaving Third and Townsend station our train is guided from the platform track, where we got aboard, through the maze of yard switches and out onto the main line, by the Fourth St. interlocking plant and passed on to the protection of the "automatics." At several points we will pass through other interlocking plants but most of the time the automatics will have us under their wing.

Signals Stand Guard

While occupying the main track on our journey, we will have a signal standing guard more than braking distance behind us to warn trains that might be following us of our presence. When we reach the single track portions of the line we have in addition a signal ahead of us to stop trains that might be approaching from the opposite direction. Thus we are protected in both directions, and as we progress each succeeding signal takes up the burden of guarding our train before its predecessor relinquishes its vigil. We have in effect a guardian angel marching some distance ahead of our train and another one following behind protecting us. This leaves us to enjoy the trip with a sense of security which is essential to comfortable traveling.

These sentinels are on duty 24 hours a day, 365 days a year with no time off for meals or recreation and do their work so reliably that our records show an average of only one train stopped by a signal failure in 125,000 signal operations. This record speaks well for the efficiency of the signal maintenance force. When a signal fails the arm stands in the "stop" position. Trains approaching the signal are then required to stop, and proceed under precautionary measures prescribed by the rules.

In making this journey of 471 miles, we will cause more than 1000 signals to operate. More than 1000 electric motors will run approximately eleven seconds each to clear them again after we have passed; 3000 electro magnets will be de-energized and energized; 4000 relay contacts will open and close. These operations require the service of about 6000 cells of battery. We will interrupt electric current flowing in one-half million feet of rubber insulated wire (mostly underground). We will pass eight million feet of line wire on poles, 300,000 bondwires, used to carry the electric current around rail joints, 1000 oil or electrically lighted signal lamps, many switch instruments and other pieces of apparatus.

> SOUTHERN PACIFIC leads all railroads of the world in number of miles equipped with automatic block signals. The Pacific System has 3525 miles of road equipped with these safety devices.
>
> The part played by automatic signals and interlocking plants in safeguarding every movement of a train is interestingly explained by Mr. Moore in the accompanying article.

The signals not only indicate the presence of trains on the main track but broken rails, open switches, and improperly set derails as well. Cars not into clear on spur tracks and siding would also hold the signals at "stop."

The control circuits are designed on the closed circuit principle so that broken wires and similar failures will result in the most restrictive indication of the signal being displayed. That is, electric energy is required to hold the arm in the "proceed" position and an interruption of this energy will result in the arm going to "stop" or "caution" by gravity. All mechanical parts are carefully designed to assist in carrying out this principle.

The Pacific System has 3525 miles of road equipped with automatic block signals, the greatest such mileage of any railroad in the world. This mileage is sufficient to extend from San Francisco to New York, New York to Boston with enough left over to equip some of the smaller railroads.

Fourteen interlocking plants which operate a total of 293 switches and derails will be passed through on our journey. The functioning of these plants is interesting. There are several types employing different sources of power to suit the needs of the location and track arrangement involved. Some are what we term mechanical plants where the switches and derails are operated by man power exerted on levers in the tower and transmitted through mechanical connections to the functions. In some, electric motor driven machines move the switches and in another type air pressure is used as the prime mover.

The sequence of operations in an electric plant, for instance, is as follows: In setting a line-up for a given train movement the towerman pulls a small lever which, through contacts attached to it, starts electric current flowing to the switch or derail controlled by that lever. This lever can be moved only for about four-fifths of its full stroke, at which point it is held until the switch or derail has completed its movement and is securely locked by the switch mechanism. When this is accomplished, the last few revolutions of the motor which moved the switch mechanism send generated current back to the lever in the tower and releases it to complete the stroke. In case anything occurs to prevent the complete movement and locking of the switch points, the final stroke of the lever cannot be made and until this is done the other levers to be moved are locked through mechanical locking between the various levers of the machine. When this lever has completed its full stroke, the next lever necessary for the line-up is unlocked and so on until all switches and derails are properly set. The last one unlocks the lever controlling the signal for this particular route and the towerman then reverses this lever and clears the signal. This signal lever mechanically locks all switch and derail levers of the route so that they cannot be thrown. The levers that have been reversed lock the levers for all conflicting routes.

Complete Safeguard

Complete co-ordination of all movements is required. Each lever must be handled in a predetermined sequence, each one mechanically locking all conflicting levers, each one requires a return indication from the ground function when its move is completed and finally the last lever (for the signal) locks the complete set up.

In addition to all this the control circuit for the signal goes through a controller on each facing point switch and derail so that it will not clear in case any switch point is open more than one-quarter of an inch. Then in addition to this the approaching train electrically locks the levers so that no undesirable change can be made while it is approaching the signal, or while it is passing through the plant. As the levers are restored to their normal po-

sition after the passage of the train, the process is reversed. That is, each lever requires an indication from the outside function that the return movement has been completed before the stroke to full normal can be completed and not until all have been restored to the normal position may levers be used for some other conflicting line-up.

From the foregoing you can appreciate how completely the movements through a plant are safeguarded. Each function is self checking and the train passing through the plants automatically locks the route set for it.

A signal system is an asset to a railroad only when it is maintained to a high degree of perfection. One that confidence cannot be placed in or causes excessive delays to trains due to failures of apparatus becomes a liability rather than an asset. Southern Pacific demands a high standard of maintenance and we are justly proud of the fact that our system ranks among the top notchers in efficient performance.

SUNSET LIMITED EMPLOYES PRAISED BY EDITOR

Returning from a round trip to the Pacific Coast on the new Sunset Limited, W. T. Wear, editor Opelika Daily News, Opelika, Alabama, wrote a letter to John T. Monroe, general passenger agent at New Orleans commending the service and conveniences of the new limited train and particularly praising the courteous attention shown everywhere by Southern Pacific employes. He said, in part:

"Never have I found such extra effort made by all employes to satisfy, gratify and serve patrons as on your fine new train. They must have been picked from the best. I noticed a number of times when passing through the train they would stop and ask passengers, 'everything all right?' 'anything I can do for you?' etc. This especially extended to ladies traveling alone or with children. In fact all of them appeared 'up on their toes' to see that each passenger was cared for and made comfortable.

"As one especially and at all times interested in 'eats,' I must pay a tribute to your dining car service. The cooks could and did cook; the waiters exerted themselves to 'wait,' each and all wearing the smile that never came off. Westbound your Steward, P. A. Guthrie, seemed to soon know personally and be known to every passenger. Coming back I found the same existing with the service supervised by Steward R. L. Russell. Your stewards, the two named to my knowledge, do not remain in their cubby-hole headquarters and merely make change for the checks brought them, but are constantly moving through their car asking each and all if they are being served promptly and correctly, etc. Such employes will certainly do much towards making your trains popular."

"One of them city fellows tried to sell me the Woolworth building"

"What did you say?"

"I sez, 'All right, young feller, wrap it up.'"—Judge.

Cap't Jungen Retires

CAPTAIN C. W. JUNGEN

CAPTAIN C. W. Jungen, formerly manager of the Atlantic Steamship Lines of the Southern Pacific, who has been retired on pension, resigned from a position of Lieutenant Commander, U. S. Navy, to assume management of the Company's steamship lines in November, 1904.

Captain Jungen is well known in maritime circles. He was graduated from the Annapolis Naval Academy and experienced an interesting career with the Navy both in peace and in war.

As a Lieutenant he was on the battleship Maine when that vessel was blown up in Havana Harbor. Of the 350 officers and men aboard then, 266 lost their lives. At the outbreak of the Spanish-American war, Lieutenant Jungen was assigned to the command of a seagoing tug, the "Wompatuck," of considerable speed and power, armed with light rapid-fire guns. It was to be the destiny of this light ship to bear a very active part in naval operations during the war.

In company with other ships of Admiral Sampson's squadron the "Wompatuck" was engaged in the perilous task of severing cables which cut off the Spanish commanders' communication with the outside world. On several occasions Lieutenant Jungen was commended by his superior officers. After a varied service the "Wompatuck" formed a part of the light squadron that on June 30, 1898, attacked a group of four Spanish gunboats at Manzanillo. During this attack the "Wompatuck" towed a disabled ship to safety while under heavy fire, for which gallant action Lieutenant Jungen was again commended.

Captain Jungen's retirement from active service with Southern Pacific was effective January 1.

APPRENTICE ELECTRICIANS VISIT NEW PLANT

Electrical and other apprentices of the West Alameda Electric Shops, East Bay Electric Division, enjoyed an instructive afternoon February 12, visiting the new plant of the General Electric Company at East Oakland.

About twenty of the boys under direction of Electrical Foreman Wells and Instructor Madsen were conducted through the spacious assembling factory by A. V. Thompson, assistant sales manager, of the General Electric Company. One of the features during the trip was the inspection of radio station KGO.

Visits to other relative industries are a part of the curriculum at West Alameda's apprentice school.

COST BILLIONS TO REMOVE R. R. GRADE CROSSINGS

Cost of eliminating grade crossings averages between $75,000 and $100,000, according to figures made public by Railway Age.

This announcement closely follows reports to the Interstate Commerce Commission that grade crossing casualities were greatly reduced in the third quarter of 1924, due to the intensive safety campaign carried on by the railroads.

"The cost of eliminating all the grade crossings that existed at the end of 1923," says Railway Age, "would have been about $19,500,000,000. If the railways should make this huge capital expenditure they would be entitled to earn an annual return of 5¾ per cent upon it, or $1,122 000,000 Compared with this huge increase in capital cost, the saving that grade crossing elimination would make in operating expenses would be utterly trifling. Therefore, practically the entire resulting increase in railway costs would have to be met by advances in freight and passenger rates."

The Railway Age points out that in 1923 the total number of persons killed in automobile accidents at grade crossing was only ten per cent of the total number killed in all automobile accidents. In other words, it is proposed that the railways, to reduce automobile accidents, raise a billion dollars annually for 19 years, the investment of which would have no effect upon 90 per cent of the automobile accidents that occur.

It was in a country store in Arkansas. A one-gallus customer drifted in. "Gimme a nickel's worth of asafoetida." The clerk poured some asafoetida in a paper bag and pushed it across the counter.

"Cha'ge it," drawled the customer.

"What's your name?" asked the clerk.

"Honeyfunkel."

"Take it," said the clerk. "I wouldn't write asafoetida and Honeyfunkel for five cents."—Exchange.

Work of Employes Aids Accident Prevention

EMPLOYES in every branch of service on the Pacific System established excellent records during the year just closed in their efforts to decrease accidents and personal injuries. A total of 4025 suggestions intended to correct unsafe practices and conditions were made by employes during the year, a number exceeding that of last year by more than 600. Of these 2915 suggestions were approved, some were not accepted and the remainder are under consideration.

T. F. Mercier, electrician at Los Angeles General Shops, was a leader in this work. During the year he earned 1991 credits for his work in promoting safety and leads the list of employes who are awarded safety medals for their efforts in preventing accidents to employes. D. J. Purcell, engineer on San Joaquin Division, leads the southern district employes in safety work with 576 credits, and J. C. Cusick, brakeman on the Shasta Division, with 530 credits, leads the northern district.

A complete list of employes awarded the safety medals appears on another page of the Bulletin.

"No Accident" Foremen

There appear the names of 993 foremen on the list of those who have gone through the year without having to make out a report of accident happening to himself or any of his crew. John Kelly, section foreman at Mikon on the Western Division, who appeared on the list last year with a record of 44 years without having an accident to report, is not named on the list this year on account of an accident happening to one of his men. However, 45 years as a section foreman with only one accident to an employe under his supervision, is an excellent record for safety.

Fred Merkle, section foreman at Benton on the Salt Lake Division, completes 36 years as a section foreman without a reportable accident to one of his crew. He has the longest clear record of any foreman named on the list for 1924. A list of "no accident" foremen appears elsewhere in the Bulletin.

"During 1924 the total number of casualties to employes on the Pacific System was reduced 31.2 per cent compared with 1923. Notwithstanding this large reduction, 90 per cent of the casualties were caused by carelessness, thoughtlessness and inattention on the part of the injured person or fellow-employes," says R. J. Clancy, assistant to the general manager.

"During the year there were 385 eye injuries, occuring principally in the shops where goggles, shields and other devices for the protection of employes from such injuries are provided. The new rules and new standard goggles adopted during 1923 showed their effect by the large reduction in this class of injury compared with the previous year. There is still considerable room for improvement, and close attention by supervisory forces to see that goggles are properly worn and shields properly maintained will go far to eliminate these accidents.

"Four hundred and eighty casualties were caused by being struck by falling objects. Care should be exercised in moving around in places where objects are liable to fall, and employes working on platforms, scaffolds and other overhead structures, should be careful in placing their tools so they will not fall.

"Three hundred and eighty-one employes injured themselves while using tools, and 70 employes were injured by tools in the hands of fellow employes. This shows carelessness, and calls for close attention on the part of supervisory forces to see that tools are properly maintained and handled.

"Two hundred and ninety-six casualities were caused by being struck by flying objects or particles, in many cases these flying from worn tools. This again calls for close inspection of tools.

"Six hundred and fifty-nine casualties occurred while handling railroad materials and 206 while handling non-railroad materials. These accidents were largely caused by carelessly loaded trucks tipping over, material carelessly piled, objects falling out of men's hands, rails, ties and timbers falling or misplaced and lack of co-operation in gangs handling materials. Nearly all employes who handle material have had more or less experience in this class of work and they should be able to perform the work without being injured. They should, however, be properly supervised and careless practices corrected. There were 993 foremen who went through the year without a reportable accident to an employe under their jurisdiction and we have on the System 140 foremen who have gone over five years, and several who have gone over a quarter of a century without a reportable accident. This shows what can be accomplished, and officials should see to it that all foremen properly supervise their men to do work in a safe, as well as a workmanlike, manner.

"Two hundred and thirty-two casualties were due to the use of hand, push, velocipede and motor cars, which include collisions, derailments, material falling, putting cars on and taking off track, getting on and falling off cars. A large reduction can be made in this class of accidents. Close attention must be given to speed at which cars are run, proper spacing, schedule of trains, and placing of material and men on cars.

Common Accidents

"Five hundred and eighty-two casualties are attributable to falls from engines and cars, both while in motion and when standing, from structures and ladders, into pits and holes, and stumbling over fixed and removable objects. This class of accident shows carelessness and inattention in assuming attitudes or in not watching where step is made, and calls for close supervision.

"Eighty casualties were caused by stepping on nail or spike. Close attention must be given to see that nails are removed from boards, and that loose material is not allowed to accumulate around yards and other places where men are employed.

"Ninety-five casualties were received while attending machinery in motion, some of these while injured persons were attempting to clean machine or adjust belting without stopping machine. Too much care cannot be taken by employes in this class of work, and foremen must supervise to see that the work is done in a careful manner.

"One hundred and fifteen casualties were caused by getting on and off moving engines and cars. Employes must watch their step and be sure they will not meet with obstructions when detraining and use extreme care when entraining.

"Of the total number of casualties, 2,092 were reportable to the Interstate Commerce Commission in 1924, compared with 2,605 in 1923, a reduction of 19.7 per cent. Full details of these casualties by Division, General Shops and Departments segregated between train and train service and non-train service accidents, and number per 1,000,000 locomotive miles and 1,000,000 man-hours are shown in the statement appearing on page 9."

Cover Illustration

THIS month's cover carries photograph of D. J. Purcell, engineer on the San Joaquin Division, who leads employes of the Southern District in promotion of safety in 1924, on account of the number of suggestions he made and interest taken in accident prevention.

The photograph was taken by J. J. Morris, associate editor, Bureau of News, who snapped Mr. Purcell just before the latter started on a run.

"Hello," said Morris, and just as Mr. Purcell turned "snap" went the camera. The result is good evidence of Mr. Purcell's ready smile.

Later issues of the Bulletin will carry photographs of other safety leaders on Pacific System, including John Kelly, section foreman at Mikon, Western Division; T. F. Mercier, electrician at Los Angeles General Shops, and J. C. Cusick, brakeman on the Shasta Division.

Grade Crossing Accidents Show Decrease

By R. J. CLANCY
Assistant to General Manager

THE number of fatalities resulting from accidents to automobiles at grade crossings on Pacific System was reduced 12 per cent in 1924 compared with 1923, and 22.07 per cent per 1,000 registered automobiles. There was a decrease of 10.8 per cent in the number of grade crossing automobile accidents and a decrease of 9.8 per cent in the number injured per 1,000 registered automobiles. The decrease is attributable to the co-operation of the press, automobile clubs, schools, churches and chambers of commerce with the Southern Pacific Company.

Grade crossing accidents involving automobiles in the year 1924 occurred as follows:

	No.	Killed	Inj.
Ran on track in front of train	528	61	188
Ran into side of train	268	9	120
Stalled or died on track	158	4	28
Skidded into side of train	31	..	13
Ran into crossing gates	334	..	2
Ran into crossing flagman	2	..	2
Miscellaneous	17	..	14
Total	1338	74	367

In 268 instances, or 20 per cent of the total, it will be noted that instead of being struck by train the automobile ran into train as a result of approaching the crossing at a speed too great to stop before hitting the train. Nine fatalities and 120 injuries resulted. In 334 instances crossing gates lowered as a protection from trains were run through and broken. In two instances crossing flagmen warning motorists of approaching train were run down and injured. The largest percentage of accidents and casualties resulted from automobiles running on track in front of train, resulting from trying to beat train to the crossing or from failure to look in both directions before attempting to cross tracks. Drivers of automobiles should understand that a passenger train running at maximum speed approaches a crossing at 73.3 feet per second. Therefore, if a quarter of a mile away it is only 18 seconds away. It requires about 1,200 feet for a train running at this speed to stop and at this speed the train occupies the crossing about seven seconds. Business can hardly be so urgent or time so pressing that seven seconds cannot be spared waiting for a train and thus avoid injury and loss of life.

WORK OF S. P. IN ARIZONA SUBJECT OF ADDRESS

E. J. Fenchurch, general freight and passenger agent at Tucson, Ariz., delivered an address before the Merchants and Manufacturers Association convention in Phoenix, January 20, discussing in particular the new main line construction work recently started in Arizona which will provide increased transportation facilities for patrons in that territory. He also spoke of the activity of Southern Pacific in aiding the development of agriculture and of the investigation work being done in Southern Arizona by Hardy W. Campbell, internationally known dry farming expert, and farm adviser for the Southern Pacific.

STOCKTON RELIEF FUND

When it came to the attention of Miss Irene Wallace and F. B. Pope of the Superintendent's office at Stockton that a certain family in Stockton was in desperate straits, they hastened to assist in relieving the privations of this needy family. A relief fund was immediately inaugurated by these two employes to which the Superintendent's office contributed liberally.

Of course Americans trust in God. You can tell that by the way they drive.—Judge.

Maintenance of a high standard of efficiency and service on Southern Pacific dining cars was discussed at a meeting of Commissary Department supervisors held at San Francisco January 26. Front row, left to right—C. R. Walsh, ass't. manager, Los Angeles; H. A. Butler, ass't. manager, West Oakland; Allan Pollok, manager, San Francisco; S. M. Estabrook, ass't. manager, San Francisco; Genevieve Scheld, steno.; H. Schafer, inspector, Oakland; W. S. Whitmore, agent, Steamer Commissary, San Francisco. Back row—A. L. Kruger, agent, 7th and King Street Commissary, San Francisco; J. H. Gridley, superintendent commissary stores, San Francisco; A. B. Simon, inspector, Los Angeles; W. G. Kelly, statistician, San Francisco; H. C. Taylor, buyer, San Francisco; W. P. Stiles, commissary agent, El Paso; C. Herke, inspector, Los Angeles; D. Mathieson, inspector, Oakland.

SACRAMENTO SHOPS HOLD "SAFETY FIRST" RALLY

One of the most successful "safety first" rallies ever held at the Sacramento Shops was attended by more than 1000 shop employes and their families February 11. The meeting was sponsored jointly by the Supervisory Foremen's Association, the Shop Crafts Protective League and the Apprentice Club.

Chairman A. D. Williams, superintendent of motive power, called the meeting to order. Henry Otts' orchestra played a selection after which Dave Smith led community singing.

After a short talk regarding safety work, Mr. Williams called on Captain Neusbaum, one of Sacramento Community Chest leaders, who explained the charitable work of that organization.

An interesting program of educational safety motion pictures was shown, followed by a short talk by D. S. Watkins, Superintendent of Shops, who gave some interesting data on the cost of industrial accidents to the company and appealed to the employes to make a special effort to reduce this cost as well as lessen the great amount of suffering caused by these accidents.

H. P. Demand, secretary of Sacramento Y. M. C. A., invited the employes to make use of the Y. M. C. A. building at any time for their athletic or social meets. Mr. Demand has had considerable experience as secretary for several railroad Y. M. C. A.'s and his coming to Sacramento will mean much to the Sacramento Shop.

Vocal selections were rendered by W. Nuttall, accompanied by L. Tucker at the piano.

H. C. Venter, general foreman, asked the assistance of the wives, mothers and sisters in making the employes safe men, by their interest in their duties with the Southern Pacific, and assured them that if everyone connected with the shop would give just a little more thought to safety work, we would bring the banner back to Sacramento.

The evening was closed by the singing of "America," in memory of Lincoln's birthday.

It is the intention to hold these meetings regularly for the promotion of a better acquaintance between the families of the employes at the Sacramento General shop.

ANCIENT STOPOVER ORDER

"Mr. Simon Levy has paid his fare through to San Francisco with the privilege of laying over at any points on the route," is the text of a stopover permit written in long hand on August 22, 1896, and personally signed by Geo. M. Fall, who was then agent at Los Angeles. This relic was sent in by J. F. Holmes, train auditor at Los Angeles. It is interesting in comparison with the printed stopover forms of the present day.

"When you are tempted to buy something you can't afford—go by it." —Ex.

Careful Handling of Freight Is Shown

By R. G. FAGAN
Superintendent of Freight Protection

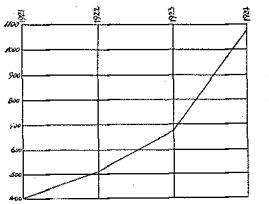
STOCKTON Division has been awarded the banner for making the best record in handling less-carload freight for the quarter ending December 31, 1924. The award was made at a meeting of chairmen of division loss and damage freight committees held at San Francisco, February 13.

San Joaquin Division ranked second and Los Angeles Division third.

The division ranking seventh with a rating of 541 would, with the same rating, have been second in the first award during 1922, which indicates, to some extent, the improvement made by Division Committees in merchandise handling.

The per cent of total charges to Account 418—loss and damage freight—allocated to less-carload freight has been reduced from 22.4 to 14.4 or 35.7 per cent since 1921. Practically half of this decrease was made during the twelve months ending December 31, 1924.

Efforts to prevent loss and damage have been more effective with reference to less carload freight than they have been with carload freight. It is apparent that chance has had little to do with the result when we consider the consistent improvement in LCL freight handling as reflected by records. For instance, the number of tons of LCL freight loaded per error in handling at eleven principal merchandise centers was respectively: 1921—419 tons; 1922, 499 tons; 1923, 647 tons; 1924, 1045 tons.



This chart shows increased efficiency made during four years in tons of less-carload freight loaded at eleven principal merchandise loading stations on the Pacific System per error in handling.

The performance in LCL freight handling has been consistent—it improved steadily. Not without effort, however, because about every scheme, consistent with requirements and conditions under which merchandise must be handled, has been tried during the period reflected by the above chart.

Division loss and damage freight committees organized three years ago is one innovation which has stood the test of time and has improved with age and experience. To the effort of these committees (men who handle and supervise handling of freight) more than to any other agency can be attributed the results.

These committees have directed efforts to reduce loss and damage to all classes of freight. We come then to the question: Why has LCL freight been affected out of proportion to carload freight? First, because practically every function involved in LCL freight transportation is performed or supervised by employes who can and do detect violations or irregularities, and correct, or have them corrected, before harm results. We can keep in close contact with the shipper and solicit his aid when it is most needed, i.e., before the damage occurs. Such opportunities are frequently not afforded in carload freight handling, much of which is loaded and braced by shippers and unloaded by consignees on industry tracks. Many times the damage is done and evidence of cause (bracing, location in car of damaged packages, general condition of load) disturbed or removed before an employe is aware that loss or damage has occurred. And yet it is evident, since 85 per cent of our loss and damage account is due to carload freight, that our problem is to find ways of overcoming obstacles in the path of study and prevention of causes for carload loss and damage.

Loss and damage freight committee members are learning and in turn teach other employes that we must at every opportunity solicit aid of shippers in securing good packing and loading, keeping them informed as nearly as possible of causes for loss and damage, and suggesting means to prevent it. Such efforts have secured good results.

"Rough handling" is hard to define, because no man knows where frail packing or poor loading and bracing ends and rough handling begins; the hardest thing to locate to a train, yard or station, because cars are usually not opened for inspection of contents between origin and destination, that we have to deal with; and it is also the greatest single contributing cause to the loss and damage account which amounts in the United States to approximately $50,000,000 per year. 59 per cent of our total charges to Account 418 in 1924 was because of broken packages and their contents.

Division committees, that is to say employes actually handling the freight, have done good work as far as they have gone, but the job is just started. This year we are going to center our efforts to a great extent on securing co-operation of shippers in getting good packing and loading, and to a greater extent to getting freight cars and trains handled with care.

ENGINEMEN OF NEW LINES COMPETE FOR PRIZE TRIP

A prize free trip to the annual contion of the International Railway Fuel Association at Chicago in May will be awarded to two engineers and two firemen, formerly of the El Paso & Southwestern and Arizona Eastern properties, who write the best papers on Railway Fuel Conservation.

The contest closes March 31. All papers are to be forwarded to J. N. Clark, chief fuel supervisor, San Francisco. The judges will be: J. H. Dyer, general manager; Geo. McCormick, general superintendent of motive power; and Mr. Clark.

On account of the El Paso & Southwestern and Arizona Eastern properties not coming under operation of the Southern Pacific until the last two months of the year, former employes on these lines were unable to compete for the annual prize trip awarded to the engineer and fireman on each division making the best fuel performance and showing the greatest interest in fuel economy. An opportunity to make the trip is afforded by this contest.

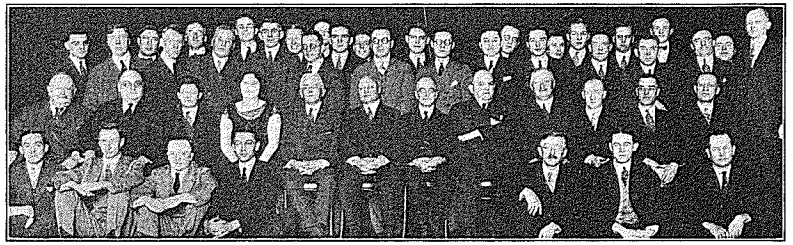
VETERAN ENGINEER DIES

Maitland H. Bedolfe, retired assistant engineer in the construction department, died January 28 at Exchequer, Cal. Funeral services were held in Oakland on January 30. He is survived by his wife, two sons and a daughter.

Mr. Bedolfe started his service with the Southern Pacific on the Ogden-Lucin Cut-off construction across Great Salt Lake in April, 1902. From that time until his retirement on pension in 1924 he was engaged in various positions with the Engineering and Valuation Departments on the Pacific System and Atlantic System Lines.

Division freight protection committee chairmen who recently met at San Francisco. Back row, left to right: I. W. Emmons, agent, Fresno; W. A. Westington, agent, San Francisco; C. B. Mills, agent, Sacramento; T. O. Young, agent, Tracy; R. G. Fagan, superintendent of freight protection; H. Henrichsen, agent, Redding. Front row, E. D. Rockwell, agent, Tucson; H. E. Andrews, O. S. & D. clerk, San Francisco; C. L. Herbst, agent, Los Angeles; A. J. Rutherford, ass't. agent, Oakland; G. F. Aymar, agent, Reno; and B. D. VanCourt, ass't. agent, Portland.

'Service' Discussed by S. F. City Traffic Employes



Officers and employes of the San Francisco City Passenger District who attended first quarterly business meeting January 21.

FIFTY passenger traffic officers and employes of the San Francisco Passenger Traffic District, attended the first of a series of quarterly business meetings and dinners held at the San Francisco Y. M. C. A., January 21. The meeting was opened by G. B. Hanson, city passenger agent, who thanked those present for the interest and spirit of co-operation shown in attending the initial meeting. The meetings, he stated, are intended:

To promote a better understanding of the principles of sales activities in the San Francisco District.

To perpetuate the spirit of co-operation between all employes of the district.

To present features of educational benefit in order to better fit employes for their positions.

Eight slides were presented for study, the first four showing comparison of sales, local, interline and Pullman, for three San Francisco Offices, year 1924, as compared with 1923. Two slides showed amount of revenue secured by Southern Pacific on interline tickets to New York and Chicago. One slide showed graphically where peak of business is reached in various classes of transportation; and the last showed comparison of sales graphically, 1924 as compared with 1923.

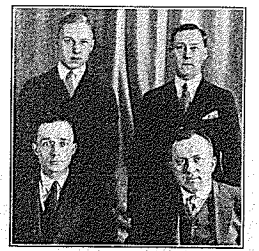
C. L. McFaul, assistant passenger traffic manager, spoke on the subject, "The Most Important Thing in the World to You—Yourself." He emphasized the importance of employes selecting a "destination" in life, and the importance of thoroughly fitting oneself to reach the goal. A chart was drawn giving a basis for self-analysis with respect to honesty, knowledge (rates, train service, divisions, human nature, etc.) salesmanship and personal appearance.

Under the subject of "Service, What it Means and How it Can be Improved," the following papers were read: "Behind the Counter," by Tom Keedy; "Information," by Earl Beach; "Pullman Bureau," by Lewis Renner; and "Station Office," by Elmer Lewis.

"The first thing we must learn is to be courteous at all times, no matter what difficulties we encounter," said Mr. Keedy, ticket clerk at the City Ticket Office. "Courtesy costs nothing, so why not give as much of it away as possible. It makes our patrons feel good and our Company gets their good will for having gentlemen in its employ. We see and meet practically every type of the human race daily. Just how to approach these people is the secret. If we stop for a moment and think, it is easy, for one who caters to the public can readily read their countenances whether we greet them in a pleasant business manner, as 'What may I do for you' or a 'Good morning' and a pleasant smile, or 'May I assist you?'

"We are employed by the Southern Pacific Company to make friends. If we make these people our friends we get their business. This in turn will create openings for new and better positions for us.

"Another point is the solicitation of business in order that we may get the long haul. The continual inauguration of new service and splendid trains has been a great asset to the Southern Pacific. We are all pulling for them."



Employes of San Francisco City Passenger District who read interesting papers at a meeting of traffic officers and employes. Standing, left, L. E. Renner, Pullman clerk, and E. O. Lewis, ticket clerk. Sitting, left, T. C. Keedy, ticket clerk; and E. G. Beach, agent telephone information bureau.

"Service should not merely mean the selling of tickets, making reservations and answering questions," said E. O. Lewis, chief clerk at 3rd Street Ticket Office, "but should mean the taking of a personal interest in the passengers' plans and welfare.

"I have found that a good impression can be made upon the traveling public by offering suggestions. As an example, a gentleman going to Nogales, Ariz., asked for a berth on No. 102 to Tucson, arriving there at 11:45 p.m. As this would necessitate his staying at a hotel in Tucson over night it was suggested that he use No. 102 to Los Angeles and No. 2 from Los Angeles to Tucson, arriving at Tucson at 10:10 a.m., connecting with the 10:40 a.m. train from Tucson to Nogales, thus giving him the benefit of a day in Los Angeles and saving him a hotel bill in Tucson. This immediately met with his approval as he had friends in Los Angeles that he wanted to visit. Needless to say, he left the counter very much pleased and satisfied with the service.

"A little forethought and consideration for the passenger will make friends not only for the Southern Pacific but for ourselves as well. More than one carload of freight has been shipped over our lines rather than that of a competitor because some ticket clerk sold service and courtesy as well as transportation.

"It should be remembered that no two people have exactly the same viewpoint or temperament and it is necessary that some consideration be given human nature in dealing with the public.

"I need not emphasize that the clerk who is sure of the subject under discussion will make a much better impression on the passenger than the one who answers falteringly, leaving the passenger in doubt. To this end I suggest that whenever the opportuntiy arises, clerks should look over the tariffs and circulars. While it is impossible to remember all of the information, the clerk should know where to find the desired information as quickly as possible."

Earl G. Beach, agent of the telephone information bureau, discussed the service furnished patrons by his bureau and offered a few suggestions for making this service even more complete.

"Cheerful willingness in answering telephone calls is one of the essential factors in the operation of our office," said Lewis E. Renner, clerk in the Pullman chart room. "Roughly estimated, one Pullman clerk will answer five or six hundred telephone calls for space in one day during the summer season. This means an average of about ten calls coming in every minute of the busy part of the day. It can readily be seen that these calls must be answered as promptly as possible to avoid congestion.

"Calls requiring the greatest amount of time are those from people contemplating trips, from those who have been unable to obtain the accommodations they desire, and from the long distance calls. It sometimes requires quite a little tact to make the conversation as short as possible, be courteous, and still give efficient service. Some time might be saved by the ticket clerks when they are doubtful as to whether the space desired by the passenger is available, by finding out as nearly as possible what the passenger's second choice would be, before calling the Pullman. Also, by having Pullman checks readily accessible when buying space. In regard to the long distance service, we may in the future have direct Pullman telephone lines to the larger cities within a radius of about one hundred and fifty miles.

"The faster the service in the Pullman Office, the faster the service in the ticket offices. In order that we may hold the good will of the public, we should always try to keep in mind the slogan 'Courtesy and Service'."

San Joaquin Wins Fuel Saving Trophy Cup

SAN JOAQUIN Division has been awarded the Trophy Cup for the last quarter of 1924, for showing the greatest improvement in fuel oil conservation.

Los Angeles, Shasta and Western Divisions were close contenders, showing marked improvement in fuel performance.

Much credit is due the Fuel Saving Committee, who have exerted every effort to bring the trophy to San Joaquin Division. A photograph of the committee will appear in the April Bulletin.

INSTRUCTION MEETING HELD BY ASHLAND CARMEN

By W. C. BALDWIN,

"Safety First" was the principal topic discussed at the regular monthly instruction meeting of the Ashland Car Department, which was called to order by Car Foreman G. E. Eib.

Statistics, he said, show that ninety per cent of all industrial accidents are attributed to carelessness. As practically every applicance is safeguarded, it is a matter of a self education in "Safety First" and carefulness on the part of the employes.

Mr. Eib explained various forms, their purposes and their connection between the car and the store departments. He urged every man to watch his part of the work closely so that at the end of the year there would be no discrepancies.

George J. Ellis, Ashland storekeeper, discussed forms 4205 and 4217, and the manner in which the Store Department handled its stock books and material.

Mr. Ellis congratulated Mr. Eib upon the condition of our shop and yards, their neat and tidy appearance, and the manner in which we handle our material. He also congratulated us upon the way in which we co-operate, not only among ourselves but also the manner in which we co-operate with the Store Department.

Mr. Eib expressed his gratitude in the results of the recent examinations which were taken by all inspectors and air brake men. The results were not only gratifying but exceptional, as the percentages ranged from 95 4-5 to 100 per cent, the average percentage being 98 4-5 per cent. The answers to these questions were not obtained by a few days' study, but the credit is due to the school we held last year.

OHIO GENERAL AGENT WITH THREE SPECIAL TRAINS

E. G. Cook, general agent for the Southern Pacific at Cleveland, Ohio, accompanied an excursion of three special trains of delegates from cities in Ohio who attended the National Cash Register Company's annual convention held in Los Angeles early in February. Prior to the period of federal control Mr. Cook was head solicitation clerk in the general passenger office at San Francisco.

"Men who have proper vision do not need supervision."—Ex.

CASUALTIES TO EMPLOYES ON PACIFIC SYSTEM REPORTED TO INTERSTATE COMMERCE COMMISSION. (See article on page 5)

TRAIN AND TRAIN SERVICE CASUALTIES

DIVISION	Number						Per 1,000,000 Locomotive & Motor Miles					
		Year 1924			Year 1923			Year 1924			Year 1923	
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
East Bay Electric	2	2	4	2	3	5	.82	1.64	.82	.73	1.09	1.82
San Joaquin	3	16	19	3	37	40	.85	4.55	5.40	.75	9.31	10.06
Sacramento	4	31	35	5	37	42	.79	6.19	6.96	.89	6.62	7.51
Stockton	1	17	18	2	32	34	.39	6.68	7.07	.75	11.94	12.69
Portland	3	55	58	3	77	80	.41	7.52	7.93	.38	9.81	10.19
Coast	2	54	56	3	63	66	.34	10.75	11.09	.51	10.61	11.12
Western	8	45	53	3	74	77	1.78	10.00	11.78	.63	15.55	16.18
Salt Lake	7	61	68	3	82	85	1.51	11.49	12.00	.52	14.14	14.66
Shasta	1	49	50	5	66	71	.35	16.94	17.29	1.58	20.95	22.53
Tucson	4	72	76	2	85	87	.44	18.62	19.06	.40	17.08	17.48
Los Angeles	6	181	187	6	220	226	.93	28.09	29.02	.81	29.56	30.37
Total	41	583	624	37	776	813	.81	11.57	12.38	.67	14.14	14.81

NON-TRAIN SERVICE CASUALTIES

DIVISION, GEN. SHOP OR DEPARTMENT	Number						Per 1,000,000 Man-Hours					
		Year 1924			Year 1923			Year 1924			Year 1923	
	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured	Total
Sacramento	1	51	52	..	43	43	.11	5.81	5.92	..	4.29	4.29
Portland	2	73	75	1	111	112	.21	7.56	7.77	.08	9.62	9.70
San Joaquin	..	49	49	2	51	53	..	9.03	9.03	.32	8.21	8.53
Steamers	..	25	25	..	37	37	..	9.03	9.03	..	13.23	13.23
Stockton	..	37	37	..	55	55	..	10.26	10.26	..	13.58	13.58
East Bal Electric	..	13	13	1	8	9	..	10.55	10.55	.87	6.95	7.82
Dining Cars, D. & H.	..	20	20	..	14	14	..	12.64	12.64	..	8.66	8.66
Salt Lake	..	138	138	2	182	184	..	13.11	13.11	.16	14.45	14.61
Western	3	124	127	1	174	175	.31	12.91	13.22	.10	17.47	17.57
Shasta	..	67	67	..	70	70	..	13.96	13.96	..	12.04	12.04
Tucson	1	104	105	..	112	112	.14	14.89	15.03	..	15.54	15.54
Los Angeles Gen. Shops	..	61	61	..	144	144	..	18.12	18.12	..	33.03	33.03
Coast	..	230	230	1	178	179	..	19.69	19.09	.08	13.43	13.51
Telegraph	..	7	7	..	2	2	..	20.15	20.15	..	6.83	6.83
District Stores	..	70	70	1	73	74	..	21.39	21.39	.26	18.82	19.08
Los Angeles	..	236	236	2	267	269	..	22.04	22.04	.18	23.31	23.49
Wood Pres. Works	..	9	9	..	11	11	..	22.20	22.20	..	36.09	36.09
Sacramento Gen. Shops	..	147	147	1	248	249	..	22.57	22.57	.13	33.11	33.24
Total	7	1461	1468	12	1780	1792	.07	14.38	14.45	.11	15.61	15.72

After Reading Your Bulletin, Pass It Along.

Twenty-two Veterans Are Retired on Pension

Veterans who were retired at a meeting of the Pension Board January 28. Photographs of John E. Sullivan and S. K. Taylor were not received in time to be included with this group.

THOMAS J. COX, passenger conductor, Western Division, in length of service, heads a list of 22 veterans who have just been retired on pension. He entered the service September 22, 1878, as brakeman at Oakland. In November, 1880, he became yardman at that point, where he continued in that capacity until July, 1893, at which time he was promoted to yard foreman, remaining in that position until August, 1898, when he became conductor. He has been continuously employed as conductor, retiring after 46 years 3 months service.

Henry Miller, foreman, Southern Pacific Steamship Lines, New Orleans, La., entered the service in the summer of 1880 as rigger at Algiers, La., and was employed in that capacity, and also foreman rigger, until July 1, 1907. Since February, 1909, he has been foreman at New Orleans, retiring after 44 years 3 months service.

Henry L. Froggatt, brakeman, Portland Division, entered the service May 1, 1881, and has continued in this capacity on the Portland Division from that time until his retirement. He was employed 43 years 10 months.

Frank Farmer, foreman, B&B, Portland Division, entered the service in August, 1881, as carpenter helper. He has continued as carpenter and assistant foreman until July 1, 1901, from which date he has served as foreman, retiring with 43 years, 7 months service.

Nels Nelson, section foreman, East Bay Electric Division, was employed at Reno, March 1, 1883, as track laborer. In May, 1884, he was promoted to section foreman, and has continued in that capacity, as well as road master on Sacramento, Western and East Bay Elec. Divisions, retiring after 41 years 11 months service.

Walter Van Guelder, clerk, Superintendent's office, Sacramento, entered service June 7, 1886, as machinist helper Sacramento Shops, where he remained until March, 1903, at which time he was transferred to the Store Department at that point, to work in clerical capacity. In August, 1911, he was transferred to the Superintendent's office at Sacramento, where he remained until his retirement, after service of 38 years 9 months.

Thomas A. Enos, locomotive engineer, Western Division, entered the service September, 1886, as fireman on that Division, and was later promoted to engineer, in which capacity he has continued until the date of his retirement, with 38 years 3 months service.

James T. Newell, clerk, Ferry Ticket Office, San Francisco, was employed April, 1887, as operator and Agent at Texas Hill, Tucson Division. In January, 1888, he was transferred to Santa Paula, as agent, where he remained until September of that year, at which time he came to San Francisco, where he has continued as clerk, accounting agent and chief clerk, until his retirement, with 37 years 11 months service.

Robert R. Garber, conductor, Los Angeles Division, entered the service March 3, 1890, as brakeman, being employed on the Mojave, San Joaquin, and Los Angeles Divisions, and retired while serving as conductor, after 34 years 9 months service.

Kate A. Rowland, ticket agent, was employed in June, 1890, as ticket agent, North Vallejo, and has continued in that position until her retirement after 34 years 9 months service.

Niels C. Lorenzen, captain, Steamer Department, was employed August 6, 1890, as deck hand on the Steamer "Alameda." He has continued in this Department, advancing to 2nd, 1st officers and finally being promoted to captain, which position he has held since June, 1915. He has been Captain on the Steamer "Thoroughfare" since 1916, and retires after 34 years 5 months service.

John E. Sullivan, caller, San Francisco, was employed in February, 1893, as helper, San Francisco roundhouse, and has worked in that capacity as well as blacksmith, and machinist helper, retiring after serving 31 years 11 months.

George B. Burton, head wiper, Ogden, entered the service August 7, 1894, as machinist helper at Ogden. Later he was tool checker until June, 1915, from which date he has served as head wiper, retiring with 30 years 6 months service.

Scott S. Nelson, baggage claim clerk, Los Angeles Division, was employed October, 1895, as freight handler. Since November, 1896, he has served as baggage claim clerk at Los Angeles, retiring January 1, 1925 with 29 years 3 months service.

Amos C. Keller, conductor, Shasta Division, entered the service in October, 1899, as brakeman on that Division. In March, 1906, he was promoted to conductor, in which capacity he has continued until his retirement, after 25 years 2 months service.

Charles G. Johnson, conductor, San Joaquin Division, entered the service September, 1899, as freight brakeman, on that Division. In January, 1903, he was promoted to conductor. He retires after 25 years service.

George W. Cumberpatch, draftsman, Engineering Department, General Office, San Francisco, entered the service in July, 1900, with survey party in Nevada. From June, 1901, to June, 1902, he served during construction work on the Sunset Railroad. From June, 1902, he has been employed as draftsman in the General Office, retiring after 24 years 6 months service.

Seward K. Taylor, locomotive engineer, Portland Division, was employed September, 1901, at Portland, and has continued in that capacity, retiring after 23 years 2 months service.

Christopher Livingston, passenger brakeman, Coast Division, was employed June 13, 1903, at San Francisco as passenger brakeman, in which capacity he continued until the date of his retirement, serving 21 years 6 months.

Ezra Huntsman, blacksmith, Ogden, was employed November, 1903, on the Oregon Short Line, as blacksmith, where he continued until June, 1906, when he came to Southern Pacific. He retires after 21 years 1 month service.

Spero Gidule, boilermaker helper, Sacramento, entered the service October 14, 1904, in that capacity at the Shops, where he remained until September, 1907, from which date until January, 1912, he was employed as assistant cook and pantryman at Sacramento and San Francisco General Hospital. In March, 1912, he returned to Sacramento Shops as boilermaker helper, where he continued until his retirement, after 20 years 1 month service.

'JINKS' DANCE OPENS SEASON OF SAN FRANCISCO CLUB

Southern Pacific Club held a "jinks" dance February 13, at Hotel Whitcomb, San Francisco. It was the club's first dance this year and was enjoyed by more than 500 employes and their friends.

Fancy hats and "crickets" were distributed as the dancers entered the hall which helped to brighten the carnival atmosphere. A feature of the evening was an Apache dance by Estelle Schmidt and Ramon Conrich, employes in the General Office.

The committee in charge of affairs included Walter C. Fell, chairman; Frank Collins, Will Crocket, Gus Derheim, Carl Filene, George Montour, Al Roehl, Miss Mae Sherman, Mrs. Ruth E. Swerger, Mrs. Phyllis A. Butler, Miss Genevieve Deasy, Miss Miriam Lable, Miss Martha Prichard and Stanley P. Ward, club president.

Recent Additions to S. P. Roll of Honor

Name	Occupation	Location	Service Yrs.	Mos.
Thomas J. Cox	Conductor	Oakland	46	3
Henry Miller	Foreman Gen. Help	New Orleans	44	3
Henry L. Froggatt	Brakeman	Portland	43	10
Frank Farmer	Foreman, B&B	Portland	43	7
Nels Nelson	Section Foreman	Oakland	41	11
Walter Van Guelder	Clerk	Sacramento	38	9
Thomas A. Enos	Locomotive Engineer	Oakland	38	3
James T. Newell	Clerk	San Francisco	37	11
Robert R. Garber	Conductor	Los Angeles	34	9
Kate A. Rowlands	Ticket Agent	N. Vallejo	34	9
Niels C. Lorenzen	Captain	Oakland	34	5
John E. Sullivan	Caller	San Francisco	31	11
George B. Burton	Head Wiper	Ogden	30	6
Scott S. Nelson	Baggage Claim Clerk	Los Angeles	29	3
Amos C. Keller	Conductor	Dunsmuir	25	2
Charles G. Johnson	Conductor	Bakersfield	25	0
George W. Cumberpatch	Draftsman	San Francisco	24	6
Seward K. Taylor	Locomotive Engineer	Portland	23	2
Chris. Livingston	Passgr. Brakeman	San Francisco	21	6
Ezra Huntsman	Blacksmith	Ogden	21	1
Carl W. Jungen	Manager, S. P. S. S. Lines	New York	20	2
Spero Gidule	Boilermaker Helper	Sacramento	20	1

PIONEER CAR BUILDER HAS NEW P. F. E. POSITION

Recent appointment of L. E. Cartmill, superintendent of the Los Angeles Car Shops of the Pacific Fruit Express Company to the position of assistant general superintendent of Car Department, with headquarters at San Francisco, is one of the side lights of the human side in the great development of railway refrigerator equipment. Mr. Cartmill has engaged in refrigerator car construction for 25 years.

L. E. Cartmill

Mr. Cartmill entered the service of the Armour Car Lines, the predecessor of the Pacific Fruit Express Company, in 1900. His first position was that of car repairer at River Station, Los Angeles and Sacramento. In 1905 he was appointed general foreman at Armour's Los Angeles Shop. In 1907 he was transferred in the same capacity to Riverside. After the Armour Car Lines operations were taken over by the Pacific Fruit Express Company in 1908 and a large car construction program was started, he was placed in charge of the inspection of new equipment in the East, later returning to Los Angeles with a general foremanship. In 1913 he was made superintendent of the Colton Shop and in 1916, following the appointment of L. L. Yates, superintendent at Los Angeles, to general superintendent of Car Department at San Francisco, he was transferred to Los Angeles in the same capacity. This position he held until the recent appointment, effective January 1, 1925.

Mr. Cartmill is to have jurisdiction over all of the Company's Car Shops.

Following Mr. Cartmill's recent appointment, James King, superintendent of the Colton Shops, was transferred to Los Angeles to fill the vacancy created. After a long service in the United States Navy and the Spanish-American War Mr. King entered the service of Armour in March 1905, after which he was advanced in much the same manner as Mr. Cartmill.

The vacancy in the superintendency at Colton, as a result of Mr. King's promotion, was filled by R. J. Howard, one of the younger men in point of service, and who previously was assistant superintendent at the Roseville Shops.

Mr. Howard entered the service of the Pacific Fruit Express Company at Los Angeles Shops on December 21st, 1914.

CIRCLE EARTH 329,088 TIMES WITHOUT ACCIDENT

A passenger could have traveled a distance equivalent to circling the earth 329,088 times during the past five years on a Southern Pacific train without loss of his life in a steam train accident. This excellent record in safety is announced by R. J. Clancy, assistant to general manager.

During this period more than 221,000,000 passengers were carried on trains of the Company, or more than twice the population of the United States.

Southern Pacific has more mileage equipped with automatic block signals than any other railroad in the world. As indicating obedience to rules and regulations by the employes in train and engine service, reports show that out of 218,205 tests made during the past five years, the per cent of efficiency was 99.2 on the part of the employes.

RECENT DEATHS AMONG S. P. PENSIONED VETERANS

James O. Barngrover, agent and operator, Coast Division, died January 24, 1925, at the age of 61 years 2 months. He was retired August 1, 1923, with 32 years 1 month service.

Dennis Duggan, gardener, Maintenance of Way Dept., Coast Division, died January 19, 1925, at the age of 83 years 1 month. He was retired November 1, 1916, with 27 years 2 months service.

James J. Forrest, springmaker, Sacramento, died January 24, 1925, at the age of 68 years 4 months. He was retired March 1, 1915, with 28 years 10 months service.

Dennis Hickey, stationary engineer, Sacramento Shops, died January 28, 1925, at the age of 83 years 6 months. He was retired June 1, 1907, with 30 years 3 months service.

John G. Malcolm, machinist, Western Division, died January 25, 1925, at the age of 81 years 4 months. He was retired January 1, 1916 with 20 years 10 months service.

John Pierce, longshoreman, S. P. S. S. Lines, New York, died January 14, 1925, at the age of 72 years 9 months. He was retired August 1, 1913, with 29 years 10 months service.

Frank Vannini, laborer, Sacramento, died January 29, 1925, at the age of 76 years 2 months. He was retired June 1, 1914, with 31 years 11 months service.

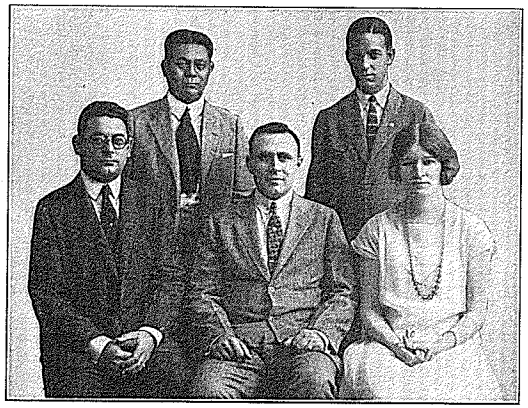
Valentine Walters, boilermaker, Western Division, died January 6, 1925, at the age of 74 years 11 months. He was retired July 1, 1920, with 45 years service.

John J. Welch, forger, Sacramento, died January 27, 1925, at the age of 80 years 6 months. He was retired August 1, 1907, with 39 years service.

STEWARD IS COMMENDED

"Dining Car Steward W. E. McGregor was most attentive and the services and food provided under his stewardship was one hundred per cent," writes H. R. Bostwick of San Francisco.

S. P. Has Agency in Romantic Cuba



General Agency force of Southern Pacific at Havana, Cuba. Seated, left to right—R. Menendez, freight and passenger agent; F. M. Giralt, general agent; Marian Gray, stenographer. Standing—Luis Weng, Chinese passenger agent; Joaquin Cubaleiro, clerk.

By F. M. GIRALT
General Agent, Havana

HAVANA General Agency covers the Republic of Cuba, a territory of 41,634 square miles. It is situated 600 miles southeast of New Orleans, La., and 90 miles south of Key West, Florida, the nearest point to the United States. The Island of Cuba is 730 miles in length and has a coast line of 2200 miles.

Cuba has always been a point of great interest to the people of the United States. This island was discovered long before North America. What is now known as Haiti, was known then as New Spain. This was the center of the Spanish government in the new world. From New Spain most of the expeditions of conquest and discovery were sent out to South America, Central America, and Mexico. Sometime about 1498 the city of Havana was founded.

The Isle of Pines, part of the Cuban Republic, located 40 miles south of Havana province, has an area of 1180 square miles, and a population of about 5,000, of which many are American citizens. It produces mostly fruit and vegetables. The Americans own and operate the majority of these farms. The grape fruit for the season of September, 1922, to June, 1923, was 229,621 crates, each crate weighing 80 pounds. Vegetables for this same season amounted to 75,028 crates. The larger portion of these products are shipped to the different markets in the United States through the Port of Havana. The Isle of Pines is reached by the Isle of Pines Steamship Company. This line maintains daily service from Batabano (port on south coast of Havana Province) to Port of Nueva Gerona, Isle of Pines.

Immigration to Cuba is large, due in part to the restrictive laws of the United States. People come to Cuba, hoping to get into the United States, but after some months of unsuccessful attempts they usually find excellent opportunity to make a good living right here. The Spanish immigration at its height reaches more than a thousand per ship. The majority of these Spaniards, however, return to Spain at the end of the sugar grinding season.

Besides Havana, with a population close to 500,000, there are many other prosperous communities. Havana is a modern city in every respect. It is noted the world over for its beauty and the charm of its ancient buildings, history and associations. As a tourist center Havana is unsurpassed. Every year more than 50,000 American tourists visit Havana, while from Europe and other parts of the world come many others.

The cities of Santiago de Cuba, Camaguey, Cienfuegos, Matanzas, Santa Clara, Cardenas, and many more, though smaller in population than Havana, are just as charming.

The two principal railroads of Cuba are the Cuba railroad and the United Railways of Havana, both owned by British concerns. Cuba occupies the seventh place among the American countries in regard to railroad extension. It is exceeded in this only by the United States, Canada, Argentine, Brazil, Mexico, and Chile. Cuba was the second country in America to have a steam railroad service. It was eleven years ahead of its mother country, Spain, in this respect. Cuba has now over 2750 miles of modern railroad.

The exports of Cuba are becoming an important factor in the movement of freight.

The commodities exported are chiefly sugar and tobacco; 75 per cent of the exports are sugar, great quantities of tobacco, and some fruits, such as pineapples. Nothing in the way of foodstuffs is raised in sufficient amounts, nor are there any manufactured articles, with the exception of rope and twine, produced in sufficient quantities to supply either the needs or the demands of this Island.

Cuba is progressive, and every day it is requiring more and more of the practical things of life, of which so much is produced in the United States. Commercial business relations between the two countries have rapidly grown with Cuba's prosperity.

Cuba is not only one of the greatest tourist meccas of the world, but it is also a splendid market for flour, salt, rice, eggs, California fruits (fresh and canned), garbanzos, beans, lumber, livestock, petroleum, petroleum products, feeds, wax, fertilizer, onions, codfish, bags, rosin, cottonseed oil, and innumerable others, all of which are manufactured or produced along the lines of the Southern Pacific Company. Transportation lines in the United States have already recognized the immediate immense market here in Cuba.

California fresh fruits are in great demand here, and many carloads are sent over the Southern Pacific Lines under refrigeration to Havana, in connection with the car ferry service from Key West. These ferries carry 26 cars from Key West to Havana, and insure delivery of refrigerated goods in the original cars to the receivers in Havana.

A great many cars of Texas eggs are also shipped over the same route by the Southern Pacific Lines, thence via the car ferry and received here in Havana in the original cars under refrigeration. Carloads of onions are received at this market from Texas during April to June, and from California during December to March, being carried by Southern Pacific Lines. Garbanzos in their season are shipped from Mexico all the way to Havana, and routed to Gulf Ports via Southern Pacific, thence steamer to Havana.

The question of freight solicitation is one of the most important duties of our Agency. On account of the keenness of the competition encountered, success depends on the activity of the help he may be able to secure from the receivers on account of friendship or good will which he has been able to obtain.

Another important feature of the Havana Agency is our large traffic of Orientals, there being in Cuba nearly 60,000 Chinese. These Chinese are continually traveling back and forth between China and Cuba, and our Agency has a good portion of this traffic. They are routed through the United States in transit, under guard, and shipped to the Orient from Pacific Coast ports. Special cars are provided for this traffic in order to more completely cooperate with the United States government in enforcing the Chinese Exclusion Act.

This Agency is making special efforts to interest the traveling public of Cuba in the Sunset route to California. This route holds a certain attraction to the Spanish people, and to the people of Cuba, inasmuch as there is no doubt that much of the history of the Apache Trail of Arizona, and of other points along the route was made by their forbears. We also accept passengers over the Sunset route to points in South America, Australia, and the Orient.

We cordially invite readers of the Bulletin to visit quaint old Havana, the Capital of America's most beautiful playground and to make this Agency their headquarters.

SHOP MECHANICAL SOCIETY DOING GOOD WORK

The Mechanical Society, a branch of the Southern Pacific Apprentice Club, is growing in membership and meetings are gaining recognition at the Sacramento General Shops.

This branch of the club was organized shortly after the club made its appearance last year and started with a few young men in the Shops who were interested in advancing themselves further along technical lines. At their last two meetings they have been crowded for proper room to carry on their work.

The object of the organization is to bring before their meetings such work in their shops as is not thoroughly understood. Articles are written and the subject is thoroughly discussed.

To date the members have discussed locomotive frames and cylinders and have prepared some very good papers upon the subjects. They are now discussing the locomotive shoes and wedges, giving thorough study to various methods of laying out and applying this particular part of the locomotive, in order that each member may become well acquainted with this important part of their work.

The society has brought some interesting speakers before the meetings. The progress made indicates that the employes of the Sacramento Shops are eager to increase their education.

The officers of the Mechanical Society are: W. B. Shaw, chairman, and W. Johnson, secretary-treasurer.

S. F. GIRLS BASKETBALL TEAM WINS FIRST FIVE GAMES

Winning their first five games the Southern Pacific General Office girls basketball team is making a name in the San Francisco Industrial League. The girls have won all their games by a good margin. After winning the first game from the Telephone Company, they defeated the Bemis Bag Company by a score of 37 to 29; Hartford Acc. & Indem. Co., 35 to 14; Eloesser-Heynemann Co., 25 to 10; and the Federal Reserve Bank 34 to 8. They have six games more to play and have a good chance to win the league.

EFFICIENCY TALKS FEATURE MEETING AT SPARKS

By H. N. PAYNE
Head M. P. & C. Clerk, Sparks

Sixty division officers and local departmental supervisors attended the third monthly "get together" meeting held at Sparks, Nev., January 29. Assistant Superintendent H. W. Wistner acted as chairman. An excellent dinner was served by the Sparks Episcopal Guild ladies, after which a musical program was furnished by "The Trotzsky's Band," led by A. W. Haight, store clerk.

In his talk on "Slid Flat Wheels—Their Cause and Cure," J. R. Johnston, road foreman of engines, pointed out that the responsibility for slid flat wheels did not fall on any single branch or department of the service. He explained that the yardmaster and his force can flatten wheels by dragging cars around with hand brakes set up; carmen through improper inspection, testing and repairing of air brake equipment; locomotive department forces through improper repairs and inspection of air brake equipment; enginemen through improper manipulation of air brakes; and train and enginemen through violation of Rule 842.

T. L. Wagenbach, chief clerk to superintendent, discussed the "Apportionment of Allowances to Operating Expenses—both Maintenance of Equipment and Maintenance of Way, as well as the use of Form 4218."

A. D. Williams, superintendent of motive power, commented on the splendid results being obtained from the Apprentice Boys' Club at Sacramento. He discussed the responsibility of a supervisor as a leader and trainer of men and the fact this qualification had in developing an efficient organization.

B. D. Richart, trainmaster, urged careful checking to detect flat wheels.

Fred Doan, car foreman, spoke on the necessity of close and careful inspection of equipment. He reviewed the number of A. R. A. bills rendered for repairs at Sparks as compared with other points on the System, showing that 10 per cent of the total bills originated at Sparks.

F. A. Webb, foreman of car machine shop at Sacramento, spoke about the possibility of wheels being slid flat due to not being bored out true. He called attention to the saving that could be effected through closer attention to turning steel wheels, and discussed a proposed change in the contour of driving wheels.

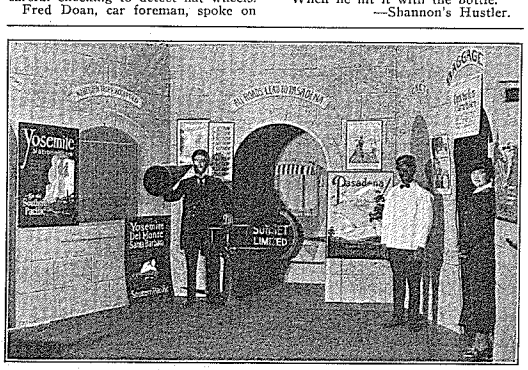
Short talks were also made by J. E. Stone, master mechanic; J. J. Keller, ass't. master mechanic; H. M. Concannon, division storekeeper; A. Schipper, ass't. division storekeeper; W. J. Taylor, general shop foreman; L. F. Fife, departmental foreman; and T. W. Cardwell, trainmaster.

Those present, in addition to the speakers, were:

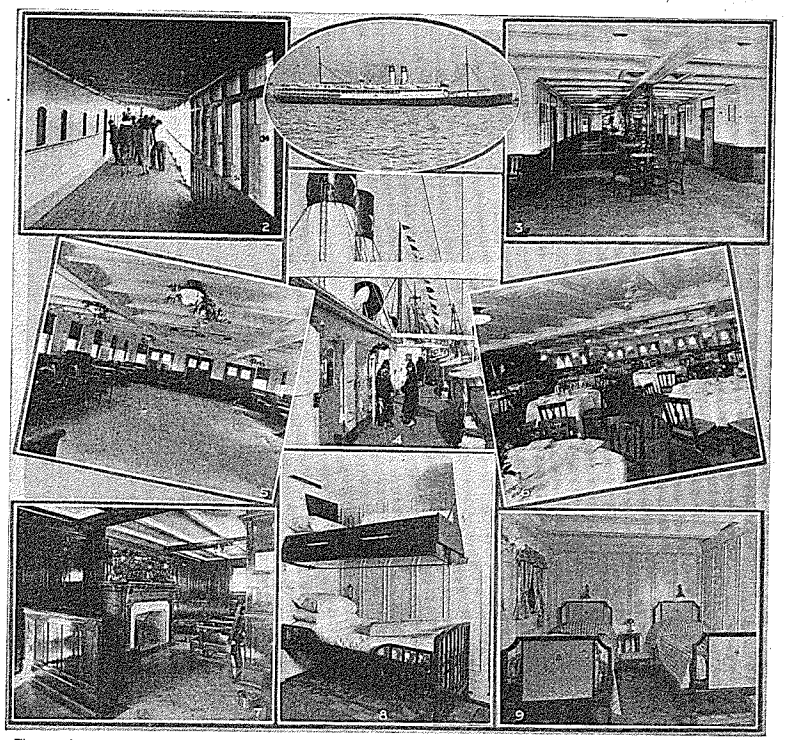
E. W. Jones, G. M. Cagley, Geo. Abbay, J. F. Claunch, C. R. Johnston, D. L. Kline, E. Edlind, J. Reddy, P. E. Hickey, T. C. Fisher, A. W. Haight, E. Holbrook, J. Mariana, J. W. Bement, E. F. Doody, C. N. Cheney, W. J. Kinner, F. T. Abbay, J. Rowe, Wm. Schipper, F. K. Gill, E. Swanson, Wm. McElroy, J. D. Burke, B. F. Madden, R. R. Paige, Robert Cain, P. E. Carroll, T. Heany, H. G. Valleau, C. Charboneau, L. E. Allard, H. Worthman, C. F. Ferris, Wm. Moreland, F. T. Shaver, J. Dunn, J. Guerrettaz, G. F. Aymar, Geo. Robinson, C. W. Fowler, J. J. Cullen, J. W. Middleton, R. Green, H. N. Payne.

Worry

There was a man
And all his life
He'd worked in a shipyard;
And he had a baby,
And it was going to be christened,
And for a week
He couldn't sleep nights
Because he was worried
For fear the minister
Would hurt the baby
When he hit it with the bottle.
—Shannon's Hustler.



A Southern Pacific station was reproduced in the lobby of the Maryland Hotel in Pasadena when the hotel opened its doors for the winter season January 10. The display was arranged under the direction of G. W. Wetherby, district passenger agent at that city, and brought to the attention of hundreds of people the many attractions to be found along the lines of the Southern Pacific. Passenger service offered by the new Sunset Limited was given particular prominence.



These striking pictures give an idea of the beautiful appointments and spacious quarters of the steamship "Bienville," the newest ship to be placed in service on the Southern Pacific line between New York and New Orleans. No. 2 shows the promenade deck; No. 3, ladies' lounge; No. 4, upper deck; No. 5, main salon; No. 6, dining hall; No. 7, smoking room; No. 8, stateroom; No. 9, room en suite. The new vessel compares with the finest in the Atlantic coastwise service.

FIRST BUSINESS MEETING AND DINNER AT OGDEN

Supervisory officers' "Get-together" dinners and meetings at Sparks, which were inaugurated by J. E. Stone, then assistant master mechanic at that point, have been attended with so much success that similar gatherings and dinners have been arranged for Ogden, the first of which was held February 11th. Supervisory officers of all departments, the majority being representatives of the Mechanical Department, at Ogden, were in attendance.

J. E. Stone, Master Mechanic, presided as chairman and toastmaster, and, after a well served dinner, several talks were given.

Superintendent C. F. Donnatin was to speak on the topic of "Divisional Organization;" however, due to his being unable to attend, F. C. Smith, assistant superintendent reviewed the subject, pointing out the need of co-operation between departments.

T. F. Wagenbach, chief clerk, outlined the operation of our budget system, setting forth the necessity of co-operation on the part of not only the heads of the major departments, but also those engaged in a supervisory capacity in the various sub-divisions of the major departments. He illustrated how the budget system and system of allowances work out, similar to the operation of a household.

With the aid of a large reproduction of form 4218, Order on Storekeeper, Mr. Wagenbach discussed how the form should be made out.

A. A. Lowe, trainmaster, outlined the practices followed in employing and training student brakemen. He also pointed out the necessity of supervising officers exercising care in the selection of new employes, determining those best suited for particular lines of work.

The meeting was adjourned following interesting and timely remarks by Mr. Stone, concerning the need of conserving and economically using material. He indicated the need of a greater realization of the fact that our Store Department had been organized for the purpose of maintaining and caring for the stock of necessary material and when anyone draws excessive quantities and hoards them in lockers, work benches, etc., some other employe or department may have their work delayed.

The next meeting is to be held some time during March.

"The fellow who flares up doesn't shine long."—Ex.

SAN JOSE HAS GOOD RECORD IN FREIGHT HANDLING

Employes of San Jose Freight Station are making a good showing in careful and accurate handling of less-carload freight, according to R. P. Cook, general foreman of freight sheds in that city.

In 1921 the employes at this station handled 60,010 tons of LCL freight and made 119 errors; in 1922, 62 080 tons with 91 errors; in 1923, 63,487 tons with 54 errors; and in 1924, 57,295 tons with 39 errors. This comparison shows the improvement being made continually in handling LCL shipments.

"This improvement in handling freight," says Mr. Cook, "is largely due to the educational campaign conducted by R. G. Fagan, superintendent freight protection, and by the district committeemen.

"Since it is not feasible for all our employes to attend the meetings held by Mr. Fagan, we hold local meetings, from time to time at which the minutes of the committee meetings, claim bulletins, and reports sent in by committeemen are read and discussed. In this way all of our men keep in touch with the proper methods of handling freight and are educated in the performance of their various duties.

"The men at San Jose Freight Station have adopted our President's slogan for 1925, 'Let us do it the best we know how,' and while we may be slightly weak on business getting we are strong on taking care of the business that the business getters get."

WHY SLEEP IN BERTH WITH HEAD TOWARD ENGINE?

There are two good reasons, explains the Pullman News, why Pullman berths are made down with the head, or pillow, toward the locomotive. This practice is founded on common sense and the experience of some sixty years.

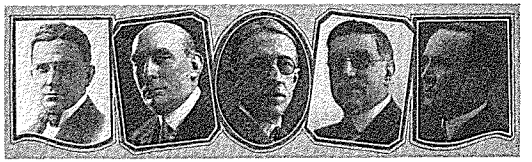
Early in sleeping car history it was discovered that passengers suffered less from drafts if they slept with their heads toward the locomotive, the headboard affording ample protection. That is one reason for the practice that has become standard.

There were some passengers in the beginning who favored sleeping with their feet toward the head of the train, and thus a second objection was discovered. It was the steady stream of cinders that poured into the face of the sleeper all night long. Even with both screened windows of the more modern equipment opened in extremely hot weather, the cinders that filter in are invariably found at the foot of the berth. This matter of cinders, however, does not concern passengers traveling on the Southern Pacific, because there are no cinders from oil-burning locomotives.

Employer (Examining applicant for job): "Do you drink?"

Applicant: "Thank you, sir, I'll have a small one."—Ex.

Steamship Line Officers Advance



Officers recently promoted on the Southern Pacific Alantic Steamship Lines. Left to right, S. I. Cooper, manager; E. H. Patton, assistant manager; John Hawes, agent, New York; G. A. Swain, terminal superintendent; H. M. Wilkins, assistant manager, Galveston.

A NUMBER of important promotions have been made among officers of the Company's Atlantic Steamship Lines, following the retirement on pension of Captain C. W. Jungen, formerly manager.

S. I. Cooper, who was assistant manager, succeeds Captain Jungen as manager. E. H. Patton, agent at New York, becomes assistant manager and John Hawes succeeds to the position of agent. G. A. Swain is terminal superintendent and H. W. Wilkins, agent at Galveston, is promoted to assistant manager at Galveston. With the exception of Mr. Wilkins, all of the officers are located in New York. The promotions were effective January 1, 1925.

Mr. Cooper entered the service of the Southern Pacific in November, 1903, as stenographer in the manager's office at New York. While working in this position he attended night law school and following his graduation was admitted to the bar in New Jersey as an attorney-at-law in 1907 and three years later was admitted as a counsellor-at-law. From the position of stenographer with the Southern he was promoted to secretary to manager, then to assistant to manager and in March, 1916, was appointed assistant manager.

Mr. Patton's first work with the Southern Pacific began as clerk in New York in February, 1886, at which time the Company operated a fleet of small steamers between New York and Algiers, La. In 1887 he was promoted to inbound freight cashier and in 1890 was appointed assistant to agent. When the passenger and freight service was inaugurated between New York and New Orleans, Mr. Patton became chief clerk to the agent at New York. In September, 1904, he was promoted to acting agent and in November of that year became agent. In 1906, in addition to his duties as agent, he was appointed manager of the Company's lighterage department at New York.

Mr. Hawes entered the service as an office boy in September, 1885. For several years he served in the Claims, and Delivery and Receiving Departments, also as Paymaster. He was placed in charge of the Receiving Department and of loading all steamers in 1904 and was appointed assistant agent in 1916.

Mr. Swain was employed as check clerk in October, 1891. He served in various capacities until February, 1901, when he became time keeper of delivery piers. In April, 1907, he was promoted to chief delivery clerk and in December, 1908, was advanced to superintendent of delivery piers.

Mr. Wilkins entered the service as a clerk on the Company's rail lines at Brenham, Texas, in September, 1888. Later he was cashier and agent at this point and at Dallas, Texas. In November, 1909, he was promoted to general agent, Traffic Department, rail lines at Galveston, and in January, 1910, took the same title with the Company's steamship lines. In January, 1916, he became general agent for both the Traffic and Operating Departments of the steamship lines.

MAN OBEYS HIS CONSCIENCE PAYING FOR 1919 FARE

By E. G. ROCHE,
Bulletin Correspondent, Bakersfield

Some of us mortals still have a conscience. At times we disregard it, but "Once In Every Man's Life" it comes back to haunt him for some deed he committed in the past.

Recently Ticket Clerk Geo. W. Novey of the Bakersfield office was gently aroused from his day dreams by a gentleman at the window. Ever ready to serve and impart information on the most economical and scenic way of reaching one's destination, Mr. Novey greeted the gentleman in a way all his own.

The first inquiry made was, "What were the charges for passage around the tunnel that caved in near Tehachapi about November, 1919? Somewhat stunned by receiving such an inquiry at this late date, Mr. Novey told the gentleman that the passage fee was $1.00, whereupon the gentleman handed him over one good American dollar, and told Mr. Novey that he had occasion to seek passage around this tunnel in 1919, but neglected to pay his fare, and since that time his conscience was bothering him more or less and he could not be at ease until this just and honest debt was paid.

NEW SAFETY COMMITTEEMEN

Salt Lake Division: J. E. Stone, master mechanic, vice D. Hickey; W. S. Jones, engineer, vice T. J. Cole; C. A. Peterson, conductor, vice R. Linton; H. L. Murphy, fireman, vice W. C. Dalton; J. E. West, brakeman, vice J. J. Schoer; Geo. Skinner, yardman, vice J. C. Griffin; J. C. Harrop, machinist, vice P. H. Brophy; E. H. Stewart, lineman, vice F. R. Baird.

Patrons Commend S. P. Employes

G. A. Theiss, traveling agent, Chicago, has received a letter from J. E. Moore, of Berkeley, Cal., expressing appreciation for thoughtful services rendered Mr. Moore on a recent trip East to accompany the body of his mother-in-law.

"We are glad to know that when we urgently require a certain carload you can 'deliver the goods' and remain courteous under our repeated requests," writes H. J. Wurzburger, automobile man of Los Angeles, to H. D. Ross of the Los Angeles general freight office, expressing appreciation for freight services.

Southern Pacific patrons have written these expressions of appreciation for courtesies shown them by employes everywhere on the System and for the general efficient service rendered by the Company and its men and women.

P. L. Sterling, agent at Oakridge, Ore., is thanked in a letter from R. D. Castle of Kitson Springs, Ore., for the skill with which he arranged the itinerary of an eastern trip.

The promptness of Southern Pacific in settling claims for loss or damage to shipments prompted a San Francisco representative of the United Agencies, Inc., to write W. A. Westington, agent 4th and Berry Street Station, San Francisco, that "we have instructed our principals in Chicago to route all goods for delivery to San Francisco via Southern Pacific."

Mrs. E. F. Quimby of Boston, Mass., writes H. J. Taggart, city passenger and ticket agent at Fresno, thanking him for arranging her itinerary and particularly commending Mr. Theise who met her at Chicago.

Hartley Hutchings of San Francisco writes his appreciation for the painstaking and obliging services of T. M. McDonald, traveling traffic agent at Reno.

"The ever-present Southern Pacific courtesy was expressed in the actions of the employes everywhere," wrote I. W. Birnbaum, Los Angeles Commissioner of Police, in a letter to H. E. Pierson, Los Angeles passenger agent. He also wrote: "We found the Owl and Sunset Limited to be as fine as any train in the United States, and dining car service most excellent."

H. E. Landerkin, rate clerk in the general passenger department at San Francisco, is commended by J. T. Kennedy, Commander U. S. Navy Medical Corps, for his "unfailing courtesy and solicitude for our comfort," at a time when two cars of insane patients were transported from Napa to Washington.

"I can not compliment you too highly for the steward in charge of the diner. The food was not only good, but of generous portions." These were expressions made by H. U. Brandenstein of San Francisco, in a letter commending the services of Steward J. A. Ledward.

"I have never had any better service or better meals," writes J. L. Halman of San Francisco, in commenting on the service of Dining Car Steward H. E. Cornell.

M. J. Richey, waiter, "is unusually courteous and efficient in his anticipation of the wishes of his patrons and in serving them," writes A. O. Baugham of Susunville, Cal.

E. W. Gill of the San Francisco Ferry ticket office, is commended by W. L. Stockinger of San Francisco, for his attentive and courteous services.

"Dining Car Steward A. E. Peterson is the best man for the position I ever knew," writes W. A. Gray of Los Angeles in commenting on the good service received over a period of many months.

"Meals on the Southern Pacific were enjoyed more than on any previous trip to Chicago," wrote Horace H. Quinby of Pasadena, to District Passenger Agent G. W. Wetherby expressing appreciation for a "delightful trip."

Conductor G. E. Sammons and Brakemen D. D. Cavanaugh and J. E. Keller of Los Angeles Division are commended by Eileen Ploss of Los Angeles, for courteous services rendered her along a desert highway.

E. H. Williams, general agent at Denver, has received a letter from the Joslin Drygoods Company of that city, expressing appreciation for the careful and efficient manner in which two carloads of toys were handled. "We do not believe that the cars could have been loaded in better condition," the letter stated.

F. Hewson, traffic manager of Union Tool Company, Torrance, Cal., has expressed the appreciation of his company in a letter to J. T. Saunders, ass't. freight traffic manager, for the prompt dispatch of large shipments and the courteous services furnished by the freight traffic offices at Los Angeles.

W. H. Voiles, stationmaster at San Francisco Ferry, has been commended by Ass't. Passenger Traffic Manager C. L. McFaul for the interest he took in the welfare of patrons when he loaned a woman and her little daughter sufficient money to pay for their tickets to Los Angeles. The woman held return portion of a ticket that had just expired. Mr. Voiles has previously declared that "the public is 99 per cent honest" and in this case, as in the many other instances where he has come to the assistance of stranded travelers, the money he loaned was promptly returned to him.

"I wish to commend the Sacramento passenger office and particularly P. E. Mitchell, Jr., for the splendid service and arrangement of my recent trip east, writes E. L. Slack, Superintendent, Butter Hospital, Sacramento.

T. Ahern, superintendent, Sacramento Division, received a letter of comment from Chas. G. Werner, manager Newcastle Fruit Growers' Association on what he termed a 100% fruit shipping season for them. "We greatly appreciate the services your agent, W. B. Flynn, gave us throughout the entire season," said Mr. Warner.

United States Marshal Fred L. Esola, wrote a letter of appreciation to P. J. Kelly, passenger agent at San Francisco, for the attention shown Deputy U. S. Marshal Hoen and his guards in transporting a carload of prisoners from Oakland to Steilacoom, Wash. He also commended the services of Dining Car Steward W. A. Collins and the Special Agents who offered their service.

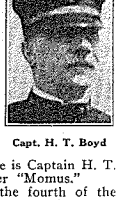
"I cannot speak highly enough of the splendid service and cooperation of A. G. Hammarstrom, passenger agent, Los Angeles, rendered in helping me handling an athletic team from Los Angeles to Portland, writes Robert Green, of the University of Southern California, to H. P. Monahan, district passenger agent, Los Angeles.

Dining Car Steward, S. J. Barge is commended by Geo. S. Politz, of San Francisco, for his courteous services on a recent trip from Portland.

Bruce MacKay, Pullman clerk at Los Angeles, is commended by Harry Jepsen of that city, for his efficient services in planning the itinerary for an eastern trip.

CAPT. BOYD COMPLETES TRIP OVER S. P. RAIL LINES

Another skipper commanding a liner plying the Atlantic for our Atlantic Steamship Lines has just completed a tour of the Company's rail lines and is now back on the bridge of his vessel possessing a large fund of information, through personal contact, on the attractions of the territory through which Southern Pacific lines run. He is Captain H. T. Boyd of the steamer "Momus."



Capt. H. T. Boyd

Captain Boyd is the fourth of the commanders of the company's steamships on the Atlantic Coast to spend several weeks in the South and West gaining first-hand information concerning the points of interest. These trips were arranged so that they may be better able to describe the attractions along Southern Pacific lines to the many travelers with whom they come in contact.

Captain Boyd writes that he greatly enjoyed the trip and "would like to make it again," and expresses his appreciation of the efforts exerted to make his journey pleasant.

Captain Boyd commanded the steamer Antilles, the first American army transport lost during the World War. The Antilles had been in Southern Pacific service but after the outbreak of hostilities with the Central Powers, was put into transport duty. It was torpedoed October 17, 1917, by a German submarine about 275 miles off the coast of France, as the ship was homeward bound. The Antilles went down in four and a half minutes, with a loss of 67 men. Captain Boyd was the last man off the ship.

When Captain Boyd came to the surface after jumping overboard as the ship went down, he found a junior engineer, Thomas Boyle, beside him. Boyle's life belt proved ineffective, and as he could not swim Captain Boyd managed to swim and hold him up for three quarters of an hour until they were picked up by a lifecraft. About three hours later the survivors were rescued by two former private yachts which were engaged in patrol work off the French coast.

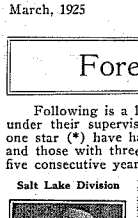
PITTSBURGH PUPILS PLEASED WITH S. P. PICTURES

G. G. Herring, general agent at Pittsburgh, Pa., has received a letter signed by pupils of the sixth grade at Beltzhoover school in that city, expressing appreciation for photographs and other material descriptive of the Western States which Mr. Herring's office furnished the class. "We were just as quiet as could be during the whole lecture, when more than 200 of us saw the pictures," the letter stated.

Foremen With "No Accident" Record Named

Following is a list of foremen on the Pacific System who went through 1924 without a casualty to an employe under their supervision reportable to the Interstate Commerce Commission. Foremen whose names are designated by one star (*) have had a clear record for two consecutive years; those with two stars (**) for three consecutive years; and those with three stars (***) for four consecutive years. Names designated by a (v) have had a clear record for five consecutive years. Photographs are of foremen with longest "no accident" records on their divisions.

Salt Lake Division

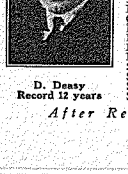


Fred Merkle
Record 36 years

Abbay, F. T.**
Anderson, C. R.
Andreazzi, Michele*
Andreini, L.
Agriesti, Mike*
Apastolidis, T. A.**
Babrick, S.
Baldwin, S. W.
Benedetti, A.
Benassini, A.
Bergen, A. L.
Bianchini, Guiseppe*
Bingham, Royal
Bingham, Tracy*
Bloomdale, A. W.*
Bonuccelli, Mario*
Buonanoma, L.
Burg, C.
Carroll, P. E.
Carr, J. A.
Carro, E.
Cesari, Angelo*
Caseri, A.
Chiantelli, Silvio***
Chiantelli, J.
Cooper, C. F.***
Cosci, G.
Cupples, Joseph*
Dagsen, Lester
Deric, L. F.**
DiGrazia, Peter*
DiSanzi, Con*
Dougherty, T.
Downing, C.
Duccini, Andrew*
Dunn, John
Elliott, V.
Erquiaga, Alex
Fabbri, Eugene*
Farr, E.
Fialdini, A.
Fialdini, G.
Fisher, T. C.*
Fontana, R.
Frank, John v
Franzoni, Joseph**
Freeman, A. J.*
Friberg, A. W.**
Friberg, V. v
Friberg, N. W.
Gabrielli, L.
Gasperoni, Orlando**
Gelmstedt, John
Gelmstedt, Jack W.v
Giannini, P.
Gonzalez, Felipe*
Gonzalez, Manuel*
Goodell, G. E.
Graches, Peter*
Graziani, Joseph v
Guisti, A.
Hansen, J. A.**
Hardee, J. R.
Higgins, E. C.
Higgins, Wm.v
Hickey, L. D.
Isola, Armando*
Isola, Guilio*
Isola, Vincenzo v
Jones, C. W.
Keogh, Patrick**
Kinnull, D. B.v
Kinney, J. M.
Kubota, Kuma
Landucci, D.
Larson, James*
Landucci, U.
Lee, J. M.
Lengioni, A.
Letts, C. M.
Lewis, J. D.
Little, Nick
Lorentz, J. A.***
Lorenzi, G.
Madden, B. F.
Mallon, M.
Marcucci, Alex*
Mariani, G.
Mariani, Joseph
Martini, Joseph*
Mariani, Felix
Martinez, N.
Masago, Samuel***
Mastrolanni, P.
Menicucci, John***
Menicucci, G.
Merkle, Frederick v
Middleton, J. W.
Minor, J. B.
Mildon, J. M.*
Miller, Henry
Montemagni, Adolfo**
McAvoy, P.
McBride, Chas.v
Nakamae, Den
Nardi, J.
Natucci, Avturo***
Nikolaus, P.
Novid, Andy**
Ogasawara, K.
Oritsuki, Shige***
Orsi, Delfo
Pagnetti, John**
Pardini, Guilio*
Pengally, J. A.
Penman, J.
Peterson, Wm.
Picci, Thomas*
Puccetti, P.
Pucci, Germano***
Raymando, Dettori***
Rogers, P. A.
Royal, L.
Russell, C. H.*
Russell, H. F.v
Ryan, James
Sampson, Wm.
Scardigli, Cesare**
Schindler, A.
Sheridan, Frank
Sparks, L. J.
Stephens, H. E.
Stevenson, A.
Stewart, R.
Sumiyoski, T.
Svedin, Paul*
Swanson, E.
Taddei, Saffi*
Tahara, Jitsutuke v
Tofanelli, Giovanni**
(See column 5)

East Bay Elec. Div.

Brady, Terrence*
Boustog, T.
Chavez, Benj.**
Deasy, Daniel v
Dittman, W. A.



D. Deasy
Record 12 years

Dolan, P. H.
Flaherty, Anthony v
Hewitt, R. E.*
Kelly, T. H.v
MacIsaac, Angus
Mulcahy, Patrick v
Nelson, Nels*
O'Keefe, Wm.***
Patten, T. M.**
Paulsen, E.
Peters, Joe**
Sippie, C. E.*
Swanson, F. O.
Vincent, C. W.*
Walton, R. C.*

Los Angeles Division

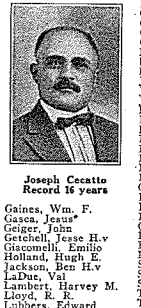
Amundson, R. M.
Anaya, J. v
Anderson, J.*
Bakos, G.v
Baldwin, J. W.
Bartee, B. W.
Bernard, J.*
Brenizer, W. H.*
Brooks, H. E.
Calderon, P.
Carone, T.
Catella, V.
Chadwick, A. V.v
Chambers, J.v
Chapman, A. V.
Cockburn, D.
Crum, J. M.v
Crusan, C. R.***
De la Cruz, Jose*

Ole Pederson
Record 23 years

Dotherrow, T. A.*
Duggan, Daniel v
Escarcena, A.*
Eyraud, F. F.*
Fenton, M. J.v
Flynn, John v
Foley, Jerry v
Fulkerson, R. J.**
Garcia, F.
Hayes, Daniel v
Hudson, L.
Jennings, L. B.v
Johnson, E.
Johnston, A. L.
Leane, D.
Leiva, Romalvo**
Lundy, E. R.
McColpin, H. C.
McGregor, John v
Menear, H.**
Menley, G. W.*
Mora, J.***
Moore, F. G.
Morrison, H. E.
Morton, W.
Moreno, V.*
Parode, F.
Pawley, T. A.
Pederson, Ole v
Petersen, W. C.*
Quinby, A. P.**
Reilly, C.v
Roberts, C. H.
Rosales, A.
Roughan, F. G.
Salazar, R.
Sallee, R. F.v
Severance, P. E.**
Shull, M.*
Sherlock, H. W.
Siannis, Gus v
Simmons, T.
Smith, M.**
Sullivan, J. A.v
Taft, S. E.
Varicle, R.
Watson, D. G.*
Webb, W. C.
Woulfe, J. J.
Yanez, R. B.*

Shasta Division

Barry, Chester***
Barry, R. M.
Black, W. J.**
Bovenkirk, H.
Casta, Giovani***
Calla, Ermino*
Fallinas, Gust
Catuzzo, Antonio**
Catuzzo, John V.***
Cecatto, John***
Cecatto, Joseph v
Carlson, J. P.
Cadamo, Luc***
Coleman, James M.**
Cuervas, Donto
Day, J. W.v
Denny, T. J.*
Doyle, James, J.
Ernester, F. J.*
Estes, W. J.
Finneran, Andrew**
Flackus, Wm.v



Joseph Cecatto
Record 16 years

Gaines, Wm. F.
Gasca, Jesus*
Geiger, John
Getchell, Jesse H.v
Giacomelli, Emilio
Holland, Hugh E.
Jackson, Ben H.v
LaDue, Val
Lambert, Harvey M.
Lloyd, R. R.
Lubbers, Edward
Luddy, W. J.
Manera, Domenico**
Martinez, John
Maueva, Virgilio*
Maxwell, Wm. G.*
Mazzier, Angelo v
Mazzon, Quisto*
Metz, E. G.
Miller, Charles L.***
Moore, John*
Morgan, Nickolas v
Nackamura, Sackuma*
Paolin, Girolamo
Petroff, Mike**
Pulos, Gust*
Reginato, Louis*
Rodrek, Luis M.
Salvestro, Angelo**
Sell, August K.*
Silva, Dolores***
Spafford, Dominick
Spears, Nathan W.*
Stoaks, H. F.*
Tagis, Thomas**
Tate, J. A.**
Terorese, Domenico
Thornton, George
Thaxton, Wm. A.
Uribe, Leovigilio*
Warren, Louis
Weden, W. F.
Willis, Lee*
Youngs, John N.*
Zanotto, Modesto***

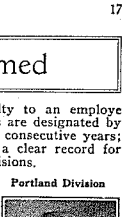
Salt Lake Division

Tuccori, Daniele*
Volpi, A.
Volpi, Rafarlio*
Wainscott, A.
Walker, G. A.
Weems, W. O.v
Willie, L. J.*
Wood, H. O.
Worthman, Herman
Yagi, Tokutaro
Zimmermaker, Wm.

Tucson Division

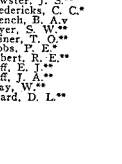
Arthur, R. W.**
Baker, C.**
Bevan, A.v
Board, K.
Bosworth, R. G.v
Briscoe, W. F.*
Brunner, J.
Burton, J. L.**
Campbell, C. W.
Canales, B.*
Card, J.*
Catileno, J.*
Cole, C. D.
Cowan, F.
Davis, P.
Franco, C.
Fuentes, F.
Gates, W. M.
Gills, R. S.
Grant, J. B.
Guerrero, J.
Halbert, C.*
Hoben, S.
Hufft, J. M.***
Jarrett, R. M.
Jaso, R.
Johnson, F. T.**
Kelleher, C. E.v
Kelso, W. E.
Lavin, F.
McCann, J. M.
Mead, E. F.
Miller, L. E.*
Moore, A. L.
Morrison, K. C.
Oliver, J. A.
Parish, O. V.
Parker, E. L.*
Perez, V.
Quezada, T.
Rausliek, F. O.
Rodriquez, A.
Ryan, J. F.*
Sandoval, Y. R.
Scott, W. A.
Smith, T. T.
Tapic, A.*
Tischler, F.*
Urias, G.
Vasquez, L.*
Vasquez, R.v
Velez, D.*
Wells, R. E.
Yates, R. E.
Ybarra, J.
Young, T.

Portland Division



James Ruddiman
Record 12 years

Adams, A. C.**
Alard, F. G.
Alford, G. W.**
Allred, F.
Ambrose, J. M.**
Amundson, A. M.v
Andrews, N.***
Ayers, J. G.**
Bailey, J. H.
Ballantyne, L. S.*
Bates, L. H.*
Bauer, M.*
Bethune, M. W.
Boice, C.*
Booker, W. A.v
Bookey, C. R.
Bosley, D. C.
Bottal, O.**
Boyer, S. C.
Brady, J. F.*
Branigan, F. C.
Brown, A. M.v
Brown, S. J.**
Buchholz, W. A.
Bunch, W. D.
Burns, F.
Byrd, C. C.v
Carey, A. O.
Caspers, C.
Chappell, H. A.*
Chavez, R. M.*
Chimienti, A.
Churchill, C.**
Churchill, D. M.*
Clem, A. L.
Colatorti, V.**
Coleman, H. S.
Colvin, B. W.**
Conlan, B. E.*
Copenhaver, R. H.***
Coy, D.v
Davis, C. P.*
Davis, J. W.
Delk, C. R.v
Desiminie, D.**
Dicke, F. E.
Dickey, C. D.
Dilley, A. B.
Dilthey, E.*
Dingler, F. J.
Dirrett, E. S.*
Donelan, M.v
Dotson, A. B.v
Downing, C. W.*
Downs, O. H.
Duncan, F. R.*
Dundas, F.***
Durham, C. L.*
Ellenburg, G. W.
Enger, C.
Fair, N. H.
Farmer, F.*
Fellas, T.v
Fewster, J. S.**
Fredericks, C. C.*
French, B. A.v
Fryer, S. W.**
Gainer, T. O.**
Gibbs, P. E.*
Gilbert, R. E.**
Goff, E. J.**
Goff, J. A.**
Gray, W.**
Guard, D. L.**



C. E. Kelleher
Record 5 years

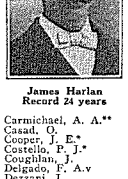
After Reading Your Bulletin, Pass It Along

Gustafson, O.*
Hampson, O. E.
Harden, J. H.*
Hardisty, G. A.*
Harris, R. C.
Harris, W.
Hartwig, L.
Havens, T. G.***
Henderson, J. H.*
Higgins, W. H.**
Hill, W. O.**
Hinagin, C. E.
Hinagin, H. F.*
Hodge, W. S.
Hoek, J. A.*
Holcomb, I.***
Howard, A. L.***
Huff, N. J.*
Hurford, F. C.**
Jacobson, W. E.*
Jincks, O. A.**
Johnson, A.v
Johnson, C. B.v
Johnson, J. L.**
Jones, J. W.
Jones, W.
Karas, G. E.
Kaufman, D.
Kennedy, R. S.v
Kina, A. I.
Kirkpatrick, M. G.
Kirsch, J. S.***
Klineman, W. F.
Kollias, J. E.**
Kollias, J. G.
Koupal, I. J.
Krieg, R. C.
Krueger, W.**
Lady, L.*
Leeper, A. C.
Lofety, A.
McColley, A. H.
McCormick, F.***
McCutcheon, J. E.v
McDonald, W.***
McKibben, J. E.*
McQuaid, C. F.
Malo, A. B.*
Mangold, A. O.*
Mankins, F. C.***
Mann, C. F.*
Marinis, J. C.**
Medley, E. B.*
Melvin, R. N.v
Merriam, R. C.
Mildenhall, R.***
Miller, E. H.*
Minnich, H. F.***
Minogue, M.v
Monson, O.**
Morris, J. W.v
Murphy, J. K.
Newhouse, J. B.v
Nieuwhoer, H. W.
Nonabalais, F.
Nort, J.
Oglesbee, C. E.*
Pappas, F. A.*
Parker, F. F.***
Parks, L. N.**
Persyn, C.*
Peterson, D. E.v
Peterson, J. J.v
Peterson, W. R.v
Pratt, G. L.
Pruitt, C. A.*
Reamy, W. C.
Reinke, C. E.*
Rhodes, G. E.*
Rhodes, J. C.v
Richardson, H. M.**
Richardson, L. G.v
Rimstadt, H. L.*
Robbins, G. F.*
Robson, W.**
Roeting, L.
Ruddiman, James v
Russell, H. H.
Rust, V. N.*
Sanders, M. L.
Sausser, L. J.**
Schatz, F.*
Simmons, C. L.**
Singer, B.v
Skelly, H.***
Skoog, E.v
Smick, J. P.
Smith, C.v
Sonlis, G.*
Sorenson, A. T.
Spence, A. J.*
Stangarone, N.
Steers, A. C.
Steger, H.**
Steinbrugge, H. F.
Stephenson, O. V.*
Stevens, G.*
Stevens, H.**
Stewart, J. V.**
Stokyx, P.*
Stoller, E. H.*

Strawn, S. B.**
Stroutz, E. D.*
Stump, H. W.*
Sumpter, A. A.***
Swanson, O.v
Swanson, P.v
Tacogna, N.***
Taylor, H. H.
Taylor, J. W.*
Thomas, K. N.
Thompson, E.
Thompson, J. O.
Thompson, L.
Thornton, T. C.***
Tolson, G.*
Tolson, H. M.v
Trent, D. E.
Turner, H. E.
Tuttle, H. M.**
Underhill, J. K.*
Waite, S. B.v
Walford, F. T.
Waske, G. W.v
Weiss, F.v
Westcott, A. B.v
Whitsell, T. C.***
Wiley, C. H.**
Wilson, G. H.
Wilson, L. E.
Wolf, A. H.v
Yarbough, B. W.**
Yeary, W. H.v
Young, R. D.*

Stockton Division

Accardo, J.v
Ayala, M.*
Berthoff, F. L.***
Bertini, Wm.*
Booth, S.v
Boos, K. W.



James Harlan
Record 24 years

Carmichael, A. A.**
Casad, O.
Cooper, J. E.*
Costello, P. J.*
Coughlan, J.
Delgado, F. A.v
Dezzani, J.
Dimitri, A.*
Dinneen, D.v
Egbert, R. L.
Fachner, D.*
Fagala, A. I.
Ferber, Wm.
Forde, H. J.
Garcia, C.
Garland, L. A.*
Garoppo, J.v
Gonzalez, E.***
Guevara, J.
Hamrick, C. C.v
Harlan, J.v
Henderson, S. H.*
Heslin, P.**
Hildreth, E. C.v
Honnold, H. L.
Howard, W. E.***
Hussong, C.v
Jarvis, S. F.
Johannes, F.v
Jordan, E. H.
Kahagas, T.***
Kayser, J. H.
Knight, F. M.
Laughlin, R.
Lewis, J. V.
Loker, V. M.
McCauley, W. J.*
McNally, F.
Martinson, H. J.
Nick, H.v
Nieden, K.*
Olson, A. F.***
Ortega, A.v
Paez, M. A.*
Pappas, G.v
Perez, A.
Pontrelli, V. S.
Pulas, T.**

Redington, W. M.
Reyes, S.*
Rojohn, R.**
Saunders, G. W.*
Sevoulos, A.
Smith, T. B.
Soria, M.***
Suess, E.**
Vance, C. L.
Villicana, N.**
Warthen, C. L.***
Wilson, T.
Wood, W. S.

Sacramento Shops

Wm. Schorn
Record 11 years

Dixon, Archie A.**
Gutenberger, Louis***
Hart, Wm. A.**
Kyle, Wm. H.**
May, Michael A.
Prideaux, Richard B.
Scott, George K.
Schorn, William v
Wagner, George T.
White, Walter H.*

Sacramento Division

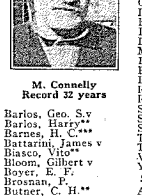
Absalom, T.*
Adams, W. H.***
Anderson, G. F.
Andrieux, E.
Bertacchi, U.
Bertolani, A. P.
Bertolozzi, L.*
Bertolozzi, P.
Bettencourt, J. S.
Bleecker, J. G.***
Broumas, P.*
Brown, T. O.
Bruley, A. J.v
Buckley, Daniel***
Carter, D. L.*
Catenari, A.
Chadaris, L. S.
Covington, T. A.
Crazer, W.
Curtin, D. L.
Daniel, L.
Deal, J.***
Del Carlo, G.***
Del Grande, A.v
Dunn, E.
Edwards, R. R.v
Egbert, C. J.
Enabury, A.v
Fitch, C. C.v
Fitzgerald, J. E.***
Frink, A. D.
Forrister, M. L.
Gomes, M.***
Gould, Wm.
Gram, E.**
Hagerty, W. E.
Heavingham, F. G.
Hightower, J.
Hirano, K. Y.***
Holmes, W. J.
Jenks, H. S.v
Jones, H. L.

C. C. Fitch
Record 24 years

Kaufman, J. A.
Lawler, H. H.**
Lenihan, J.*
McAteer, O. J.
Manning, E. F.*
Magni, P.**
Manford, R. E.
Margaroli, J. J.
Marsalla, J.
Mostroles, S.
Munekawa, T.
Murphy, A. C.*
Nelson, A.
O'Brien, J. J.*
Patrick, H. A.
Petterson, J.**
Pickler, J.
Poe, B. F.**
Prickett, G. W.*
Pulcifer, D. M.**
Pulos, A. G.*
Roxburgh, W.*
Rovetti, J.
Scatena, L.
Schab, L. P.
Sabini, V.
Sears, D. P.v
Sheets, T. H.
Somers, C. H.
Stam, S.*
Stocker, W. M.*
Strouss, J. A.
Youdouris, G.
Ward, C. H.
Winkler, H. E.v

Western Division

Anderson, N. G.
Banias, Wm.
Bardenotis, Alex.v



M. Connelly
Record 32 years

Barlos, Geo. S.v
Barlos, Harry**
Barnes, H. C.***
Battarini, James v
Biasco, Vito**
Bloom, Gilbert v
Boyer, E. F.
Brosnan, F.
Butner, C. H.**
Carter, Nick*
Chapman, R. B.
Chisholm, Wm. A.
Connelly, M.v
Dennehy, John*
Dennehy, Timothy v
Demotsis, Gust v
Dillon, M. J.*
Disano, J.
Donahue, M.
Duffy, T.
Esplandin, John***
French, E. O.
Freskin, John**
Gedge, Wm. K.v
Griffin, E.
Guiste, Peter v
Harris, M. M.v
Horn, J. T.***
Iwanaga, Nosman
Josi, F.v
Kapellas, J. D.
Lang, W. H.
Loeser, C. F.***
Lucey, J.
Lyons, Daniel**
McDonough, Pat*
McLaughlin, Edw.v
McLaughlin, M.v
Marques, C.
Martinez, Enos***
Meyer, A.**
Moore, G.
Murchison, J. A.
O'Connor, T.
O'Rourke, C. W.*
Pappas, James v
Partello, A. C.
Petrakapoulos, N.
Poulos, T. D.*
Prendiville, John v

Prendiville, M.*
Prunty, John**
Rawley, C. E.
Roland, O. S.*
Ryan, J. H.**
Simas, Joseph v
Simas, Manuel*
Slaton, J. P.
Stamos, J.
Swanson, A. A.
Thurlow, A.
Walsh, P.
Wyatt, M. B.***

Coast Division

N. Connair
Record 24 years

Anneca, N.**
Abbutt, J.**
Alves, A.**
Alvos, F. J.
Boland, M.**
Castle, W. P.**
Connair, M.v
Cross, G.
Crowley, D.
Costa, S.
Escalante, T.
Espinosa, B.
Galanos, J. J.**
George, A. J.
Gielsether, F.
Iniclice, F.
Knudsen, S.*
Lucey, M.
Lynch, C.
Maes, H.v
Paciano, J.*
Prevost, H.
Prunty, J.v
Reilly, F.v
Rodoni, A.***
Sano, M.
Simi, G.*
Simoni, V.
Tomey, C.**
Takanaga, K.
Veet, J.*
Yost, J.

San Joaquin Division

Agalos, Peter*
Alavezas, John*
Anderson, E. E.
Armas, Jose
Baptista, M.***
Bird, L. C.*
Brooke, W. E.*
Brown, D. C.
Burns, Robert
Burt, L. J.**
Bunting, J. S.**
Caldwell, C. H.v
Calvert, C. B.*
Campbell, W. W.
Casey, James v
Casey, Wm. v
Chekinas, John v
Chiclenis, Gust
Chiclenis, Harris*
Christopulos, M. P

Alfred Lindsay
Record 12 years

Clark, Claude*
Conley, John**
Curran, Dennis v
Delay, John v
Dowdy, E.*
Dunning, R. L.
Economidas, J. D.
Erickson, Peter E.***
Freese, Albert v
Fugitis, Joseph
Galvan, Estanislas v
Sandara, Frank*
Garcia, A.
Goomas, Frank*
Gurovich, C.
Harris, John
Harris, Samuel*
Hartor, Ralph
Harvey, Elmer
Hidalgo, Pablo**
Hodnett, J. W.***
Hotz, Harry
Hunt, W. H.v
Huntalis, Ernest*
Huntsman, F. R.*
Johnson, Albert
Johnson, H. C.**
Johnson, R. O.*
Johnston, A. H.*
Kanelos, N. K.
Katsulis, P. A.
Kennedy, H. W.
Kennedy, J. A.
Kennedy, W. H.
Kuvelis, N. K.
Lindsay, Alfred v
Livergood, Deon
Lopez, Augustin
Melendez, Pablo v
Minter, C.
Narromore, E. W.
Offner, G. M.
O'Connell, John
O'Rouke, Richard
O'Rouke, Thomas*
Panagos, Nick
Pappas, Tony
Partin, Guy*
Pechuris, Wm.**
Pracht, P. B.**
Psahoulis, Nick
Pulos, Gust*
Pulos, Stephen
Ramirez, Frank
Ring, T. J.***
Rowley, Walter
Safford, W. A.**
Sartouche, Amos*
Sartouche, Henry
Schoenauer, J.
Settle, W. B.*
Shields, Willis
Spagopulos, T. A.*
Stanard, Earl
Stanard, H. C.
Simmons, C. A.*
Taylor, J. B.
Tom, Nick
Trevizo, Samuel
Troncozo, E.
Trunkes, Julian v
Watson, A. G.
Watson, J. M.
Westfall, Wm.
White, D. W.*
Wilson, C. P.*
Yarbrough, George
Zapantes, Tony v

District Stores

Atkinson, R.*
Brathwaite, A. E.
Brownlee, C. E.**
Burke, C. E.
Calihan, R.
Connett, F. M.
Dorrett, U. R.
Gunter, D. G.
Harrell, U.
Harter, H. J.
Huber, A.
Hughes, G.
Jensen, C. W.
Lindsten, W. H.
Meyer, A.
Mosley, O. J.***
Nelson, W. A.***
Palm, J. F.
Perocchi, D.
Pratt, R.
Silligo, A. A.
Smith, A. C.v
Thomas, A. A.**
Walker, G. C.*
Wood, E.*

Steamer Division

Bernard, Antone

Los Angeles Shops

Avan, A. W.*
Burchill, James
Berwick, W. J.
Casaro, M.

Leaders in Promoting Safety Work

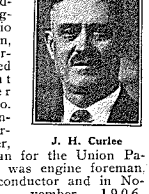
Safety medals have been awarded to Southern Pacific employes on the Pacific System for the promotion of safety during the year 1924 as shown in the following statement, ranking of each employe being indicated by the number of credits earned, based on safety suggestions offered during the year:

NAME—OCCUPATION	General Shop Division or	of Credits Number	District Rank on	Gen. Shops Rank in
T. F. Mercier, Electrician	Los Angeles Shops	1,991	-	1
A. H. Morgan, Machinist	Sacramento Shops	1,218	-	2
J. J. Janssen, Tinner	Los Angeles Shops	863	-	3
G. W. Rushton, Asst. Gang Foreman	Los Angeles Shops	585	-	4
D. J. Purcell, Engineer	San Joaquin Division	576	1	-
J. C. Cusick, Brakeman	Shasta Division	330	1	-
W. S. Eastman, Engineer	Shasta Division	391	2	-
C. E. Blair, Piper	Sacramento Shops	376	-	5
A. Willard, Machine Hand	Steamer Division	355	3	-
C. L. Jackson, Brakeman	Salt Lake Division	342	4	-
W. H. McCumsey, Engineer	Sacramento Division	338	5	-
Ralph Calvert, Joiner	Steamer Division	307	6	-
J. V. Nardini, Fireman	Coast Division	290	2	-
Gordon Smith, Conductor	Salt Lake Division	284	7	-
C. B. Baker, General Yardmaster	Portland Division	281	8	-
J. H. Mytinger, Conductor	Tucson Division	275	3	-
W. S. Yager, Machinist	Los Angeles Shops	275	-	6
P. Williams, Machinist	Shasta Division	264	9	-
G. F. Horgan, Engineer	Stockton Division	257	10	-
T. J. Cole, Fireman	Salt Lake Division	253	11	-
E. Jeffery, Piper	Sacramento Division	230	12	-
R. G. Renoud, Machinist	Shasta Division	226	13	-
J. M. Wilson, Yardmaster	Coast Division	221	4	-
B. T. Cheek, Engineer	Tucson Division	221	5	-
L. J. Schooling, Yardman	Shasta Division	214	14	-
R. A. Rapp, Fireman	Western Division	208	15	-
L. T. Wallace, Engineer	Western Division	201	16	-
E. C. Pearce, Brakeman	Sacramento Division	200	17	-
F. G. Lee, Freight Car Builder	Los Angeles Shops	200	-	7
H. H. Holmes, Captain	Steamer Division	192	18	-
F. H. Arnold, Brakeman	Tucson Division	191	6	-
J. Collins, Tinner	Los Angeles Shops	190	-	8
J. A. Sanden, Fireman	Western Division	188	19	-
H. H. Stutesman, Yardman	Sacramento Division	187	20	-
J. B. Sheffield, Fireman	Tucson Division	169	7	-
T. J. Sullivan, Yardman	Stockton Division	168	21	-
J. M. Hill, Engineer	Los Angeles Division	162	8	-
C. C. Hammond, Car Inspector	Sacramento Division	161	22	-
F. T. McNeill, Conductor	Shasta Division	156	23	-
H. T. Blew, Yardman	Portland Division	153	24	-
M. D. Allen, Engineer	Coast Division	153	9	-
E. W. Narramore, Car Foreman	San Joaquin Division	142	10	-
J. J. Schoer, Brakeman	Salt Lake Division	137	25	-
A. Priest, Engineer	Sacramento Division	136	26	-
E. N. O'Dell, Brakeman	Portland Division	136	27	-
S. Veatch, Conductor	Portland Division	135	28	-
W. G. Burt, Engineer	Portland Division	133	29	-
F. O. Justus, Conductor	Coast Division	130	11	-
J. H. Geiger, General Foreman	Sacramento Shops	130	-	9
W. J. Chapman, Car Inspector	Western Division	126	30	-
V. H. Banks, Conductor	Portland Division	125	31	-
W. F. Vandewater, Roundhouse Foreman	Coast Division	125	12	-
E. F. Doody, General Yardmaster	Salt Lake Division	120	32	-
A. C. Everett, Fireman	Salt Lake Division	116	33	-
P. S. Gillette, Apprentice Instructor	Western Division	113	34	-
E. J. Firebaugh, Conductor	San Joaquin Division	111	13	-
C. W. Vincent, Terminal Inspector	East Bay Elec. Div.	110	35	-
F. W. Dosch, Sheetmetal Worker	Sacramento Shops	110	-	10
J. J. Katz, Engine Foreman	Coast Division	104	14	-
R. Askren, Brakeman	Stockton Division	97	36	-
H. Blomgren, Captain	Steamer Division	95	37	-
T. F. Bellhouse, Roundhouse Foreman	Sacramento Shops	95	-	11
Geo. Gunter, Engineer	San Joaquin Division	93	15	-
J. M. McCarty, Conductor	Stockton Division	90	38	-
H. F. Strover, Department Foreman	Sacramento Shops	90	-	12
C. B. Copper, Conductor	San Joaquin Division	88	16	-
C. W. Bradley, Engineer	San Joaquin Division	86	17	-
O. C. Carleton, Engineer	Los Angeles Division	86	18	-
E. W. Newkirk, Fireman	Los Angeles Division	86	19	-
A. F. Anderson, Captain	Steamer Division	86	39	-
Wm. Lynch, Yardmaster	Los Angeles Division	85	20	-
C. L. Kroll, Engineer	Western Division	83	40	-
A. Lagomarsino, Fireman	Stockton Division	81	41	-
Al Vogel, Engineer	Tucson Division	77	21	-
F. N. McKinley, Car Builder	Tucson Division	76	22	-
J. E. Crowley, Yardmaster	Stockton Division	75	42	-
W. A. Young, Conductor	Los Angeles Division	70	23	-
W. Wirt Brakeman	Los Angeles Division	65	24	-
D. D. O'Connell, Electrician	East Bay Elec. Div.	63	43	-
C. G. Johnson, Asst. Engineer	Steamer Division	60	44	-
G. C. Purcell, Conductor	East Bay Elec. Div.	58	45	-
W. T. Hutton, Machinist	East Bay Elec. Div.	56	46	-
F. P. Anderson, Engineer	East Bay Elec. Div.	48	47	-
F. Schwab, Inspector	East Bay Elec. Div.	46	48	-
Chapman, E. P.	Easter, J. W.*	Kaler, I.	Norris, J. S.*	
Cropley, H.	Faust, John	Kirk, E. L.*	Rushton, G. W.*	
Crawford, J. H.v	Fisher, R. L.	Kuhl, H.**	Sergel, E. J.	
Cannon, A. K.**	Fulton, Wm. H.	Latham, George*	Smith, W. O.	
Dixon, R. P.	Gentile, B.	McClean, M. W.	Washburn, S. S.	
Dwyer, J. R.v	Henlin, M.	Morris, B. E.	Weihe, E. A.	
Ewing, W. E.	Johnson, A. E.**	Mortensen, George	Wilson, H. B.**	
Enright, R.	Jordan, E. A.*	Nash, Thomas	Young, Leroy	

After Reading Your Bulletin, Pass It Along

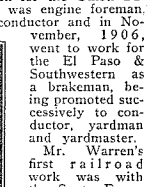
CURLEE AND WARREN ARE RECENT APPOINTEES

Recent appointments made among officers formerly of the El Paso & Southwestern System include those of J. H. Curlee, who is now yardmaster at Douglas on the Rio Grande Division, and Richard Warren, appointed district freight and passenger agent at El Paso.



J. H. Curlee

Mr. Curlee entered railroad service in October, 1890, as yardman for the Union Pacific. Later he was engine foreman, brakeman and conductor and in November, 1906, went to work for the El Paso & Southwestern as a brakeman, being promoted successively to conductor, yardman and yardmaster.



Richard Warren

Mr. Warren's first railroad work was with the Santa Fe as a clerk at Mulvane, Kansas. He was later operator and agent at various stations. Transferring to the Traffic Department he was appointed rate clerk at Chicago and then traveling freight agent at Wichita, Kansas. He went to the El Paso & Southwestern in March, 1906, as traveling freight agent at El Paso. He was appointed general agent in January, 1910, and later division freight agent.

STORE EMPLOYES OF WEST OAKLAND HOLD MEETING

By LEON F. TYLER

Annual meeting of the West Oakland Stores Supervisory and office forces was bigger and more enthusiastic than ever before. After the "feed" came a report of the work done during the year by the Welfare Committee, composed of Miss Belser, Mr. Adams and Mr. Sillego. This movement was just what its name implies. Flowers, books and like remembrances are sent employes when they are held at home on account of sickness. More substantial aid is also given employes who meet with misfortune and much credit is due the committee for their work during the year.

Following this report came the distribution of "josh" presents by District Storekeeper Polk, assisted by Foreman of Stores Day. As the gifts were limited to fifteen cents in value, there was a heavy run on Woolworths'. We get a lot of fun out of these meetings, as we are pretty much of a big family in the stores.

A splendid set of silver was presented to our retiring Chief Clerk S. L. Bouque from his fellow employes, he having been transferred to the same position at Sacramento. The presentation speech was made by Mr. Polk. "Larry" was too overcome to respond at once, but later made a brave effort, rescued his voice and wound up in a blaze of glory by singing "That Old Gang of Mine." We are very glad to see Lawrence advance, but we will miss him.

Great credit for the success of these meetings is due Store Foreman "Jimmy" Day, than whom there is no more indefatigable worker, and to the Misses Montague, Bouque, Mansfield, and Messrs Adams, Chamberlain, Shanks.

Ogden Union Depot

Bulletin Correspondents
R. F. CHUMLEY — Yard Office
MISS C. ADAMS — Freight Station

John Jenkins, retired general foreman of the Joint Freight Station, died January 22. Mr. Jenkins started work in the freight department in August, 1875. Later he was with the Pacific Express Company as messenger on the trains between Ogden and Cheyenne, and at the time the Utah and Northern Railway was built, ran as express messenger to the end of the line. Later he was freight house foreman of the O. S. L. R.R. Co., and then held the same position with the Union Pacific retaining that position until the consolidation of the Union Pacific, Oregon Short Line and Southern Pacific R. R. Companies at Ogden, in April, 1904, at which time he became general foreman of the Joint Freight Station. In September, 1922, he was retired on account of ill health. Besides his wife, Mr. Jenkins leaves the following children: Mrs. Myrtle Purdy, J. H. Jenkins, Dr. L. R. Jenkins and Miss Lorna Jenkins.

John Jenkins

T. F. Powers, clerk in this office, and A. J. Anderson, trucker, have returned from visits to California. Mr. Powers was accompanied by Mrs. Powers and son, Billie.

Harry W. Batchelor, cooperer, has been absent from work on account of sickness.

Elbert Surrett, trucker, was called to California on account of the illness of his daughter, who, with her mother, is in Los Angeles on a visit.

Leland Monson, clerk, reports the arrival of a baby girl at his home on January 21.

S. C. LaFreniere, clerk, was called to Salt Lake City on account of the death of his brother, Dr. A. LaFreniere. Dr. LaFreniere's death was the result of an automobile accident.

Alex Pons, trucker, has been away from work for a month, due to the severe illness of his father.

S. M. Solomon has returned to work after an illness of approximately six weeks.

Dewey V. Harbertson, clerk in General Yardmaster's office, reports the arrival at his home of a baby boy on January 17. Ogden Yard forces extend their congratulations.

Saturday, January 24, the O. U. R. & D. basketball team defeated the Oregon Short Line Pocatello shop team, the score being 20-21. Following is personnel of the two teams:

O. U. R. & D.—Rogers, R.F.; C. Williams, L.F.; W. Price, C.; B. Price, L.G.; S. Halliday, R.G.; D. Williams, L.F.; F. Taylor, L.F. Pocatello— Smith, R.F.; Johnson, L.F.; Rickard, C.; Hall, R.G.; Farley, L.G.

O. U. R. & D. Company basketball team on Tuesday, January 27th, defeated the Ogden High School team with a score of 21-26. The Depot Company team has lost no games.

1 S	■	■	■	2 M	3 O	4 V	5 I	6 E	■	■	■	7 I	8 N	9 C	10 E	11 P	12 T
E	■	13 C	O	U	N	T	E	R	■	14 C	15 O	N	D	O	L	E	S
R	■	■	■	S	■	■	■	B	■	16 A	R	C	■	■	■	17 N	A
18 V	I	A	■	I	■	19 A	■	I	■	20 B	A	L	■	21 O	■	22 S	R
I	■	■	■	C	■	■	■	U	■	■	■	U	■	I	■	23 I	S
24 C	25 H	26 I	27 N	A	■	28 L	29 I	M	30 I	31 T	32 E	D	■	L	■	O	■
33 E	A	S	E	L	■	34 O	N	■	35 T	O	T	E	■	■	■	36 N	O

Answer to last month's cross-word puzzle.

Sacramento Division

By F. L. BRIGGS
Sup't Office — Correspondent

Mrs. Eva Hakemoller, OS&D clerk at Sacramento Freight House, has resumed work after being absent due to illness of her mother.

After having kept the fact of their marriage a secret from their friends for a week, someone fathomed the news and the Superintendent's Office was considerably surprised to hear that Miss Audra Findley, stenographer, became the bride of R. Zimmerman on February 7. Mr. Zimmerman is employed at the Bank of D. O. Mills.

Ruby S. Hughes, wife of R. J. Hughes, head engineermen's timekeeper, passed away February 5, after a lingering illness. The sympathy of the entire Superintendent's Office is extended Mr. Hughes.

E. E. Griffin, after an absence of nearly a year from his desk at the Sacramento Freight Office, where he is employed as head claim clerk, is reported well on the road to recovery from a severe illness.

It is with regret that we chronicle the recent death of George R. Moore, veteran employe of the Sacramento Freight Department, at the Western Pacific Hospital at Portola. Mr. Moore was retired from service about two years ago, following a service of over thirty years with this Company. At the time of his retirement, he was one of the oldest employes in point of service in the Sacramento Freight Department.

The Sacramento Freight Department is proud of the new steamer shed and wharf which is now nearing completion. Mr. Ballard, assistant agent, is authority for the statement that there is no like facility in Northern California to compare with it. Features of this building are the fire-proof construction, the twenty foot concrete section at "M" Street, the complete utilization of floor space, and the two new freight elevators of the most modern type in service.

C. B. Mills, freight agent, attended the regular quarterly meeting in San Francisco of the Committee on Prevention of Loss and Damage in handling freight. Mr. Mills reports a profitable session, and with the new suggestions in force, Sacramento Freight Department is to strive to make preventions of Loss and Damage 100 per cent effective at this agency.

As a finale to the holiday festivities in the Superintendent's Office, a dance was given at the Parish House, January 29. Mart Arenz' Orchestra furnished the music and a good crowd of Superintendent's Office employes and friends attended. Punch was served during the evening and a feature of the entertainment was the lemon dance, put over by C. L. Taggart and which diminished, by several dimes, the funds of some of the officials present. The same committee handled this affair that functioned during Christmas week, and special credit is due T. F. Moore for his tireless efforts in making this event the social success which everyone present declared it to be.

Another Single Men vs. Married Men event was inaugurated this year when a horseshoe tournament was held during the third week in January, from which the Married Men emerged victors by a margin of 21 points. We understand the general offices have a good "barnyard golf" course, and we will give them an opportunity to regain some of the prestige, which they are sure to lose should they accept our golf challenge, in a horse-shoe tournament. Address all inquiries to D. L. Hanger, c-o Superintendent's Office, Sacramento.

Foursomes representing the Dispatchers' Office and the Superintendent's Office teed off at 8:30 a.m. Sunday, February 1st, in the first of a series of inter-office golf matches at the Municipal Links. The Sacramento Division is proud of the ability of the golfers who represent us and take this means of issuing a challenge to any golf team on the System. We would particularly like to hear from the General Offices regarding a home and home match. Address all inquiries to O. T. Stackpoole, chief dispatcher, Sacramento.

The annual hectic baseball tilt between the single men and the married men of the Superintendent's Office was played January 24. The game was replete with thrills and comedy, not to exclude a touch of pathos. The highlight of the game was furnished by C. C. "Buck" Reeves, ass't. chief clerk, who stole home in the 12th inning. The game was called account of darkness at the end of the 17th inning with the score knotted in a 7 to 7 tie. Baseball talent seems more plentiful than ever and baseball prospects for the coming season are very bright.

Winners of Safety Banners in 1924

SACRAMENTO Division has been awarded the Safety Banner for maintaining the best casualty record for any Southern Pacific steam division during 1924, this being the fifth successive time the banner has been won by that division. The Los Angeles General Shops and Stores for the third successive time has been awarded the 1924 banner for the General Shops and Stores, and the East Bay Electric Division for the third successive time has been awarded a banner for maintaining a better safety record than any of the steam divisions. Full details of the 1924 safety contest are shown in the following:

DIVISIONS Name	Number of Casualties	Man-Hours & Loco., Motor and Steamer Miles	Casualties per Mil'n Man-Hours, Loco., Motor and Steamer Miles	RANK
East Bay Electric	17	3 664,951	4.64	1
Sacramento	87	13,776.167	6.32	2
Steamer	25	3,377,931	7.40	3
San Joaquin	68	8,945.810	7.60	4
Portland	133	16,966,126	7.84	5
Stockton	55	6,150,160	8 94	6
Western	180	14,105,138	12.76	7
Salt Lake	206	15,835 671	13.09	8
Shasta	117	7,692 059	15.21	9
Tucson	181	11,550,556	15.67	10
Coast	286	17,901 865	15.97	11
Los Angeles	423	17,152,129	24.67	12

GENERAL SHOPS Name	Number of Casualties	Man-hours	Casualties per Mil'n Man-Hours	RANK
Los Angeles	61	3,365 871	18.12	1
Sacramento	147	6,513,724	22.57	2

Leading Fuel Savers

THE difficulties experienced during recent months in making selections for the monthly efficiency list is evidence of the increased interest being displayed by enginemen in the matter of fuel conservation.

The race for the next Fuel Convention trip ended February 28, and winners will be announced as soon as the February records are completed. The contest for the 1926 trip has just started and enginemen are urged to get into the race at the beginning instead of allowing the early months' records to be counted against them at the close of the year. All that is necessary to win is to take an active interest in the subject of fuel economy, and burn oil in the most economical manner.

Engineers and firemen qualifying for the December fuel conservation efficiency list are shown below:

SACRAMENTO DIVISION

Engineers	Firemen
A. Priest	S. L. Harrigan
E. Hollingsworth	H. N. McCall
E. W. Parrish	I. W. McClintock
J. E. Gibbons	M. P. Harwood
J. E. Van Alstine	J. H. Mueller
W. J. McKnight	G. C. Berry
G. F. Gray	W. H. Brennan
W. W. Tassie	H. E. Peck
T. Quinton	J. A. McMullen
E. P. Dodge	C. A. Fenton

SALT LAKE DIVISION

Engineers	Firemen
E. J. Glantz	J. M. Stout
J. W. Gilpin	C. H. Barkley
J. R. Watson	H. E. Wagner
J. W. Boyer	A. J. Boast
O. G. Purdy	W. F. Leonard
C. S. Parke	G. Rudy
J. W. Armstrong	J. L. Fritz
J. F. Williams	T. Scott
W. A. Triplett	W. L. Smith
G. L. Ware	J. C. Rush
R. Courturier	M. Landreth
R. A. Walker	H. J. Thurston
J. Furlong	E. Spencer
F. R. Birdsall	D. H. Woolsey
	H. Stevens

SHASTA DIVISION

Engineers	Firemen
E. A. Creason	G. W. Conrad
A. H. Connelly	H. C. Head
H. G. Fischer	W. H. Winter
E. A. Hunter	E. Masters
N. J. Ahlstrom	C. H. Huxtable
C. E. Shippey	W. R. Reid
C. M. Duggan	A. C. Demers
S. J. Smith	G. W. Gash
H. Wentz	L. C. Reynolds
C. D. Gebhardt	G. W. Corneil

PORTLAND DIVISION

Engineers	Firemen
F. J. Connolly	R. N Lowery
B. W. Riggs	C. A. Riebel
O. Burgoyne	M. Evans
C. V. Pfaff	G. R. Welch
G. C. Jacobson	H. E. Baldwin
L. T. Howard	J. Stahl
E. Butler	F. A. Waldorf
F. M. Clow	H. D. Pippy
A. McCarthy	F. L. Eddings
J. L. Stafford	C. A. Machen

STOCKTON DIVISION

Engineers	Firemen
W. H. Marlin	W. P. Cargile
H. E. Schroeder	M. W. Cole
F. S. Gregory	R. M. Heffren
G. F. Horgan	J. L. McNamara
C. W. Poole	B. E. Stone
G. H. Thomas	W. F. Lewis
C. E. Grass	M. P. Canevari
W. J. Edgar	W. J. Koenig
P. C. Butler	H. G. Archibald
R. L. Garrison	C. Krekeler

COAST DIVISION

Engineers	Firemen
C. A. Miller	R. Leeper
W. A. Fleck	H. L. Taff
E. H. Tuley	H. Eker
R. L. Coburn	R. P. Summers
F. Champlain	J. A. Fitzpatrick
F. B. Simpson	J. H. David
W. Hoogendyk	G. Karmann
W. Bohrmeister	E. H. Lang
C. I. Dieves	J. Borda
J. Balentine	E. A. Duncanson

SAN JOAQUIN DIVISION

Engineers	Firemen
H. E. Jones	J. J. Callahan
F. Schakow	D. A. Schiez
C. Renshaw	R. T. Stripe
C. Fields	F. L. Loftus
E. S. Radebaugh	A. Wekre
J. E. McComas	F. H. Roache
W. K. Frye	F. T. Ralston
A. S. Bedford	A. D. Olin
F. M. Huffman	C. W. Stewart

TUCSON DIVISION

Engineers	Firemen
J. H. Menzies	J. M. Hobbs
J. W. Windram	W. I. Matsler
T. W. Falvey	P. B. Watkins

WESTERN DIVISION

Engineers	Firemen
W. Kopka	E. H. Vedder
J. R. Falvey	M. Mullen
W. H. Whitney	F. C. Kenny
H. M. Hoos	A. E. Coulter
H. E. Congdon	H. A. Wisler
J. Manger	J. E. Cooper
W. W. White	J. K. Green
H. E. Rilea	L. F. Rappold
J. D. Ivey	C. H. Cunningham
L. F. Braswell	D. W. Orth

RIO GRANDE DIVISION

Engineers	Firemen
B. F. Young	R. V. Cully
A. C. Caster	C. R. McDowell
C. H. Lee	A. J. Simmons
J. T. Richmond	A. P. Davis
R. B. Armstrong	C. G. Stump
A. Struthers	P. J. Lindaman
M. E. Shemeley	J. T. Clifford
D. C. Brock	E. Ellis
F. Armstrong	S. T. Johnson

LOS ANGELES DIVISION

Engineers	Firemen
O. C. Carleton	J. Dunne
C. L. Ketchum	W. E. Newton
E. M. Curl	A. C. Young
W. E. Stoermer	E. G. Weaver
C. C. Rice	H. R. McKee
F. E. Mogle	H. T. Sabins
H. Schuerman	H. W. Hine
R. Penfield	L. P. Crawford
F. O. Barto	J. E. Harkins

Fuel Saving Campaign Is Plan of Employes on L. A. Division

LOS ANGELES Division established a good record during 1924 in the conservation of fuel oil and the employes on that division are out to make even a better record during the coming months. A special fuel oil-saving campaign is to be conducted on the division from March 15 to 31. Posters and stickers announcing the campaign may be seen everywhere on the division and keen interest is being taken.

Miss Marion Hood of the superintendent's office at Los Angeles, is displaying one of the posters announcing the fuel conservation campaign to be held on Los Angeles Division March 15 to 31.

During 1924 a saving of 12,120,611 gallons of fuel oil was made in freight and passenger services on the Los Angeles division. This is equivalent to 962 jumbo carloads of oil, or one-third of that saved on the Pacific System.

At the beginning of the year the division was furnished 25 new "2-10-2" type F-5 class locomotives for freight service, and 6 of the new "4-8-2" type Mountain class for passenger service. This new power was of considerable benefit, but it was largely through the interest taken by the employes, especially the enginemen, that this large saving was made possible.

Gold Badge Winners

GOLD cap badges have been awarded to the following engineers and firemen for having made the best fuel records on their respective Divisions for the fourth quarter of 1924. Some of these enginemen have won the award several times, and successive awards are indicated by additional stars inserted in cap badges.

SACRAMENTO DIVISION

Engineers	Firemen
M. J. McCue	C. M. Cooper
E. W. Parrish*	M. P. Harwood
M. Hurley**	W. T. Wood***
L. Filson	G. Martin

SALT LAKE DIVISION

Engineers	Firemen
C. L. Orell	W. J. Shaw*
R. Courturier	H. J. Thurston
R. A. Walker****	R. H. Brizzee*
G. L. Johnson	J. C. Preston
F. Hoyt	A. H. Hill
C. S. Parke	D. Wolcott
	C. H. Barkley

SHASTA DIVISION

Engineers	Firemen
E. A. Creason	G. W. Conrad
F. E. Shimmin	D. D. Eagan
S. J. Smith	G. W. Gash
H. Wentz***	G. W. Corneil***

PORTLAND DIVISION

Engineers	Firemen
O. Burgoyne***	H. E. Baldwin
F. J. Connolly**	W. L. Ruiter**
C. V. Pfaff*****	J. Stahl
R. D. Wright	C. A. Machen*

STOCKTON DIVISION

Engineers	Firemen
A. P. Gerow**	D. B. Book
F. S. Gregory**	C. H. Greer
C. W. Poole	H. G. Archibald
C. E. Grass**	M. P. Canevari*

COAST DIVISION

Engineers	Firemen
C. A. Miller	R. Leeper***
R. L. Coburn**	J. A. Fitzpatrick
F. Simpson***	J. H. David*
W. Hoogendyk	G. Karmann**

WESTERN DIVISION

Engineers	Firemen
J. R. Falvey*****	M. Mullen**
H. M. Hoos**	A. E. Coulter*
H. E. Rilea	E. E. Bell**
E. W. Wilson	I. B. Matson

SAN JOAQUIN DIVISION

Engineers	Firemen
I. D. Iler	D. A. Schiez*
W. Lewis**	R. T. Ruiz
W. W. Judy*	F. H. Roache
A. S. Bedford***	W. Brannock

TUCSON DIVISION

Engineers	Firemen
J. E. O'Brien***	J. J. Linehan*
J. W. Windram*	L. A. Gamotis
G. L. Reid	R. C. Seamonds**

RIO GRANDE DIVISION

Engineers	Firemen
B. F. Young	J. M. Fritschey**
A. C. Caster	W. S. Taylor**
D. C. Brock	T. E. Gilliland

LOS ANGELES DIVISION

Engineers	Firemen
W. E. Stoermer******	E. G. Weaver
H. Schuerman	D. W. Pillsbury**
G. Martin	P. P. Bush
O. L. Lewis	I. R. Howerton

Portland Division

By N. J. NORMILE
Sup't Office Correspondent

Portland Division points with considerable pride to an unusual record claimed for C. H. Spencer, chief train dispatcher.

Mr. Spencer's service with the Southern Pacific Company dates from 1890. Since the year 1899, or a little over 25 years to date, Mr. Spencer has not been absent from duty on account of sickness.

This is a record achieved by but few, and is a challenge to other divisions to produce a longer record, age and hours considered, for continuous service, without time lost account of illness.

Lewis J. Speck, conductor, Portland Division, died at Forest Grove, Oregon, February 11, after an illness of several months. Mr. Speck had been with the Southern Pacific about thirty-five years and was well known on the Portland Division. He entered service at Portland as brakeman, October 20, 1890, being advanced to conductor, June 7, 1894. Though he was not a pensioner, his application for a pension was under consideration at the time of his death. He is survived by his wife, two daughters and a son.

Blooded police dogs are a hobby with Assistant Chief Dispatcher F. W. Cantrell of Portland. He has a small kennel located at Aloha on the Southern Pacific electric about ten miles from Portland, comprising such stock as dogs sired by a "litter brother" of the famous movie dog star, "Strongheart."

He has trained one of his dogs to a particularly high degree of intelligence. One of Mr. Cantrell's amusements for visitors to his kennels is to show the dog a bunch of keys, or other personal property of the visitor, lock the dog in his kennel and invite the visitor to hide the object wherever his fancy dictates, even to the extent of burying it in the ground within reasonable distance from the surface. He then releases the dog from his kennel to return the hidden object to the owner, which he never fails to do, a mystifying feature of this little stunt being the fact that it is very evident in watching the dog that he does not take the trail of the person hiding the article.

There is great excitement around Mr. Cantrell's kennels just now as it is rumored in Aloville that there will be a large increase in the little dog family soon. Several pups of these three litters are already reserved, one being promised to a dog fancier in Alaska, who became very enthusiastic following a visit to Mr. Cantrell's kennels.

BOWLING TOURNAMENT BEING HELD BY SACRAMENTO TEAMS

By F. L. Briggs

To the uninitiated, the Superintendent's Office at Sacramento would appear as a modern Babel, with the conversation divulging such expressions as "Gutter ball," "In the alley," "Maple Crashers," "Strikes," "Spars," and so on.

For bowling now occupies the spotlight, as a consequence of a practice session held at the Forum Alleys January 16. "Hap" Hourigan, I.C.C. clerk, was the conceiver of the idea and enthusiasm ran high, giving incentive for an inter-office tournament.

Four 5-man teams started the season and after rolling off 12 games, the Manager of the alleys put up a proposition to roll for a cup. This was accepted, the teams revamped and at the present writing six teams, the Overlands, Shastas, Oregonians, Fast Mails, Tonopahs and El Doradas are participating in a twenty week tournament of which three weeks have been played off, with the El Doradas and Tonopahs in the lead. It was a little late in the season when we started, but every one is enthusiastic and several very good bowlers are among the number, while some of the novices are forging ahead by leaps and bounds.

CHANGES IN SAFETY COMMITTEEMEN

Stockton Division: A. P. Gerow, engineer, vice G. P. Horgan; B. K. Sandidge, yardman, vice T. J. Sullivan; C. C. Graves, Rte. Agt. A. R. E., vice E. S. Hodgson.

Tucson Div.: H. F. Schetter, yardmaster, vice Roy Johnson; W. W. McCaddon, engineer, vice B. T. Cheek; H. J. Piper, conductor, vice J. H. Mytinger; E. H. Barnes, fireman, vice J. B. Sheffield; W. C. Joyner, brakeman, vice F. H. Arnold; E. L. Hudnall, yardman, vice C. B. Weaver; Joe Briggs, machinist, vice L. E. Brock.

Members of local No. 14 of Shop Crafts Protective League at Tucson, Ariz., held their annual meeting recently which was followed by a banquet. P. J. Mays and W. B. Osborne, general president and secretary of the League, were guests of honor. Geo. Hamlin was toastmaster. Those who spoke were: E. L. Brock, local president; Fred Ingram, secretary-treasurer; F. Scarlet and N. McKinley.

Western Division

By G. A. GAROUTTE
Oakland Pier Correspondent

The first Whist Party given by the Western Division Athletic Assn. was held at Jenny Lind Hall, Oakland, February 7, with a large crowd in attendance. Despite the inclement weather those who attended enjoyed themselves and should be considered brave souls for venturing out. Many excellent prizes afforded anxiety to reap the finish of the game. V. B. Guerra proved the champion of the evening by winning first prize. An amusing event of the evening was the tie between R. Sanden and R. Bryant, both enginemen's timekeepers. We hope to accommodate a larger crowd with our next big event.

"Buzzie" Meeker, so named by his admirers on account of his ability to operate the lower jaw, causing insect sounds, has departed with all his idosyncrasies in tow for Dunsmuir. Mr. Meeker is an expert on time allowances and succeeded in straightening out our tangles with such effectiveness that his reputation earned him promotion. We are proud that the Shasta Division, after canvassing the entire Pacific System, chose one from our midst for an important supervisorial post.

The Southern Pacific "Golds," unlimited basketball team of the Bay District, has at last been granted a well earned rest. The East Bay Basketball League has ended its games for the season with the above mentioned team in third position of the Industrial Section. At the last game between the Magnavox Co. and the S. P. Golds, L. Potts, star forward of the latter team, had the illfortune of having his nose fractured by a wild-flung elbow, which was probably the cause of our team losing the game and a chance for a triple tie for first place. We wish to extend our thanks and appreciation for the excellent supervision on the part of the League Officials and the sportsmanship of the players who participated.

The inimitable "Bob" Cooney has just completed a correspondence course in salesmanship and is now to be considered a first class "drummer."

Stockton Division Business Getters Lead

STOCKTON Division, winner of the new business getting trophy for the quarter just closed, has jumped into the lead in the first month of the present quarter. Los Angeles Division is second, with Sacramento and San Joaquin following closely.

S. M. Phillips, clerk at Calipatria, answering the request made in the Bulletin for "business getting" ideas from employes, calls attention to the advantage employes in smaller towns have in personal sales talk.

"Clerks, especially, are always in close touch with shippers and consignees," writes Mr. Phillips, "and it is an easy matter for them to inquire regarding future shipments of these patrons. When dealing with local merchants I often ask how their freight business is being routed. Of course, there are some who do not understand my interest, which is easily explained when I show them the employes' business getting article in the Bulletin. A motor truck concern failed to pay a claim promptly in our city and I have secured standing routing orders for future business of three consignees who previously shipped by motor trucks."

"Ability to solicit is a first step in business getting," writes R. B. Houston, district freight and passenger agent at Santa Rosa. "Many employes who think they can not solicit are not honest with themselves. Employes should give a portion of their time and effort in developing the Company's freight and passenger business. Before we, or the Company we represent, can succeed there must be an earnest desire on our part to get bigger business."

Many pensioned veterans of Southern Pacific service are taking an active interest in the business getting campaign. Henry Englebright, retired master car repairer at West Oakland, is one of the "old boys" who always has an eye and an ear trained to catch tips on prospective business. Recently he heard of four people planning a trip from New York to San Francisco. He sent them a letter by air mail and as a result they changed previous plans and purchased tickets via Southern Pacific steamship line to New Orleans and Sunset Limited to San Francisco. He also has sent in two other "live" tips on passenger business.

J. D. McLean, clerk at Lodi, was the champion business getter during January, securing 28,325 points on standing routing orders. P. F. Bothern, accountant at Sacramento, was second with 11,800 points on carload business. J. E. Ward, chief clerk to superintendent at Sacramento, had the highest score for passenger business.

Other high scores were made during the month by: A. Fields, stenographer, Modesto; S. R. Davies, cashier, Riverside; R. E. Markwell, claim adjuster, Fresno; H. S. Stubbs, cashier, Los Angeles; P. E. Trumble, yardman, Sacramento. Following is a list of recent business getters.

Official Score Board

Division	Jan. Score
Stockton	245,235
Los Angeles	80,435
Sacramento	69,730
San Joaquin	52,960
Tucson	12,475
Coast	6,300
Portland	3,638
General Office	2,601
Rio Grande	2,050
Salt Lake	1,840
Western	1,648
Steamer	400
East Bay Electric	400

Abbreviations in following list are: Int., interline; Lo., local; RT., round trip; LCL., less than carload; CL, carload; SRO, standing routing order.

SUCCESSFUL PASSENGER TIPS

Portland Division

Anderson, A. E., Frt. Agt....7Lo.; 1RTLo.
Baker, C. B., Yrdmstr., Salem.....1RTInt.; 4RTLo.; 1Lo.
Brockwell, L. A., D.F.A., Portland....1Int.
Chapman, H. O., McMinnville, 2RTLo.
Dobbs, F. N., Strkpr., Portland.....1Int.
Fallin, H. A., Clk., Grants Pass, 1Int.; 4RTInt.
Godfrey, G., Opr.....2Int.; 2RTInt.; 3RTLo.
Howard, R. R., Bggmn, Albany.....1RTInt.
Minor, E. O., Clk., Whsmn., Silverton...1Int.
Olson, O. H., Clk., Silverton.....2Int.
Somersy, H. G., Chf. Clk., Portland.....1RTLo.
Redding, Wm. E., Bggbn., Car Clk., Grants Pass .....3Int.
Scharbach, E. P., Clk., Mt. Angel....3RTLo.
Shaman, H. L., Clk., Portland.....1Lo.
Smith, E. L., Opr., Silverton.....4Int.
Snider, H. E., Clk., Roseburg..1Int.; 2RTInt.
Spooner, J. F., Op., McMinnville, 2Int.; 1RTLo.
Van Buren, G. H., Opr., Albany.....3RTLo.
Woodward, J. L., Clk. Whsemn.....1RTInt.

General Office

Anderson, A. E., Clerk.....2RTLo.
Burke, S. K., Dist. Frt. Off.....3Int.
Butler, E. H., Clk.....2Int.
Cook, A., Chf. Transit Guard.....1Int.
Crawley, M. G., Steno.....2Int.
Dickson, S. D., Chf. Clk.....1RTInt.
Erdin, C. B., Asst. Chf. Clk., 4RTLo.; 1Lo.; 1Int.
Hurless, G. C., Chf. Rate Clk.....2RTInt.
Foulds, E., Attorney.....1RTInt.
Fritz, R. R., Clk.....1RTInt.
Herrman, W. J., Clk.....1RTLo.
Kelly, R. E., Rep., Exec. Dept.....1RTInt.
Kenney, Thos., Secy., Ind. Agt.....2RTLo.
Kogler, J. E., Frt. Clm. Dept.....2RTLo.
Mulks, Frank, Off. Mgr.....8RTLo.
Peacock, A. J., Secy.....2RTLo.
Peck, M. A., Hd. Clk., 1Int.; 1RTInt.; 1RTLo.
Peterson, C. E., Clk.....4RTLo.
Quinn, W. J., Hd. Clk.....3Int.; 3RTInt.
Razle, Miss V., Steno.....2RTInt.
Roach, Mr., Dist. Frt. Off.....1RTInt.
Videau, H. C., Clk.....1RTInt.
Weber, Miss C. E., Steno.....1RTLo.
Zeno, N. L. Jr., Clk.....1RTInt.

Coast Division

Bouchard, P., Condr.....3RTInt.
Berry, R. F., Bggmn.....1RTInt.
Cairns, W. H., Brkmn.....1Int.
Carpenter, H. C., Opr.....2RTInt.
Colman, Irving, Clk.....1Int.; 3RTInt.
Condon, J. C., Tel.....1RTInt.
Duffy, E. V., Opr.....1Int.
Gram, L. C., Trnmstr.....2RTInt.
Lobdell, F. J., Clk.....1Int.
Mahaffey, C. R., Timekpr.....1RTInt.
Middendorf, H., Mot. Pow. Dept.....1RTInt.
Newton, A., Relief Sta. Mstr.....1RTInt.
Page, Frank, Condr.....1Int.
Plant, T. R., Draftsman.....1Int.
Polk, H. G., Bggmn.....12RTInt.
Webster, I. E., Secy.....3RTInt.
Wilson, L. A., Clk.....1RTInt.

Stockton Division

Beatty, A. E., Opr.....1RTInt.; 1RTLo.
DeCandia, Miss C., Matron.....5Lo.
Fields, A., Steno.....1RTInt.
Ford, C. R., Opr.....1Int.
Hamm, C. M., Cshr.....1RTInt; 1RTLo.
Sadowski, T., Opr.....1RTInt.
Schalk, E. C., Chf. Clk.....1Int.
Tooms, A., Opr.....2RTInt.
Winton, H. S., Clk.....1Int.

Steamer Division

Jensen, Capt., S.S. Str. "El Paso".....2Int.
Susan, Capt., W. J., "SS Piedmont".1RTInt.

East Bay Electric

Cummings, L., Condr.....1RTInt.
Souza, C. R., Janitor.....1RTInt.

Western Division

Bambach, C. H., Tinner.....2Lo.
Cracolice, A. F., Condr.....2Int.
Dufour, A. B., Machinist.....1Int.
H. L. Englebright, pensioner .....4Int.
Hale, L. W., Genl. Stores Dept.....1RTInt.
Hanford, Mrs. B., Steno.....1RTInt.
Hughes, I. J., Clk.....1RTLo.
Hawley, E. A., Yard Off.....2Int.
Jacobus, C. E., Chf. Clk.....4Int.
Melvin, Fred, Clk.....1RTInt.
Mathias, Miss M., Steno.....1Int.
Nantz, C. W., Engr.....1RTInt.
Simmons, L. A., Pass. Agt.....1Int.
Steele, C. F., C. F. A.....1RTLo.
Stowers, M. M., Car Dept.....1RTInt.; 4Int.
Woods, Miss E. A., Steno.....1RTInt.

Salt Lake Division

Bosler, E., Brkmn.....1Int.
Buswell, J. D., Wire Chf.....1RTLo.
Crazee, A. J., Condr.....4RTLo.
Jackson, C. L., Brkmn.....2Int.
Stone, F. N., Brkmn.....5RTLo.; 7RTInt.

Sacramento Division

Augustine, Miss E., Clk.....2Lo.
Baker, B. A., Crew Dispr.....2Int.
Baker, P. L., Condr.....1Int.
Bates, Miss A., Steno.....1RTLo.
Coughan, O., Clk.....1Int.
Culbertson, L. A., Clk.....4RTInt.
Dayton, H. E., Cshr.....1Int.
Dewey, H. P., Clk.....5RTInt.; 12Int.
Dougherty, Miss A., W. U. Opr.....1Int.
Fisher, H., Brkmn.....1RTInt.
Forney, E. L., Clk.....3Int.
Gray, H. C., Opr.....2Int.; 3RTInt.
Helbrock, Uno, Clk.....4Int.; 1RTInt.
Hightower, J. D., Clk.....1Int.
Hystrom, A., Condr.....4Int.
Idle, G. B., Opr.....2Int.; 25Lo.
Killingsworth, V. C., Clk.....1Int.
Kosmopulos, S., Opr.....1RTInt.
LeMasters, W. M., Supts. Off.....1Int.
Marriner, E., Tool Room.....1Int.
May, H. C., Blacksmith.....2RTInt.
McCormick, G., Asst. Div. Engr.....2Int.
Meier, J. W., Car Inspt.....4RTInt.
Miles, R. R., Dispr.....2RTInt.
Miller, J. F., Clk.....6RTInt.; 2Int.
Schab, C. J., Retired.....17Int.; 8RTLo.; 6Int.
Schab, G. C., Clk.....17Lo.; 8RTLo.; 6Int.
Shannon, T. W., Brkmn.....1RTInt.
Swindell, Mr., Frmn.....12RTLo.
Thompson, C. T., Clk.....8RTInt.
Trumble, P. E., Yardman.....13RTInt.
Turnbaugh, Ellis, Clk, Whsemn.....4RTInt.; 15Int.
Vegara, B. E., R.R. Police.....2Int.
Ward, J. E., Chf. Clk.....200RTLo.
Williams, F. E., Clk.....2RTInt.
Yeargain, C. E., Clk.....7Int.; 2RTInt.; 1RTLo.

Rio Grande Division

Carloss, K., Steno.....2Lo.

Tucson Division

Beals, J. W., Fireman.....4Lo.
Davenport, T., Engr.....6RTInt.
Lyle, Robt., Engr.....2Int.
Rademacher, J., Shopman.....2Int.
Robinson, P. T., Div. Engr.....3Int.; 1Lo.

San Joaquin Division

Alexander, R. H., Cshr.....1Int.
Avis, R. D., Switchmn.....1Int.
Baker, W., Cshr.....1Int.
Bedford, A. S., Engr.....3Int.; 1Lo.
Belton, W. S., Bggmn.....1Int.
Bouts, W. W., Bgg. Agt.....2RTInt.
Brown, Harry, Warehsmn.....2RTInt.
Cochrane, R. C., Clk.....2RTInt.; 2Int.
Conrad, G. R., Cshr.....4Int.
Columbus, E., Bggmn.....1RTInt.
Chiam, Mr., Condr.....1Int.
DeWeese, Dollie, Steno.....2RTInt.
Ehmke, M. W., Chf. Clk.....1Lo.
Emmons, J. W., Frt. Agt.....69RTLo.
Foss, P., Secty.....9RTInt.; 3Int.; 1Lo.
Fryer, H., Bill Clk.....3RTInt.
Finn, J. L., Clk.....1Int.
Gibson, E. P., Dispatchr.....2Int.
Grasmick, G., Car Inspctr.....1Int.
Gonner, C. B., Cshr.....8Int.; 1RTInt.
Hanson, F., Clk.....1RTInt.
Harge, H. L., Tel. Opr.....1Int.
Hansen, F., Clk.....2Int.
Harges, H. A., Opr.....3Lo.
Howell, W., Warehsmn.....2RTInt.
Judd, O. M., Engr.....2RTLo.

Kelly, G., Steno.........................3RTInt.
Karos, N., Sec. Frmn.........................2Int.
Knott, H. H., Tel. Opr.........8Int.; 3RTInt.
Leppig, K. M., Roundhs.....................1Int.
Loomer, B. F., Tel. Opr......................6Int.
Martin, W. W., Tel. Opr.......4Int.; 3RTInt.
McDowell, W. R., Warehsmn..............5Int.
Martin, H., Clk..................................3Int.
McClendon, K. K., Warehsmn.........3RTInt.
Mills, R. P., Cshr..................................1Int.
Montgomery, C. E., Opr.....................2Int.
Mozier, W. F., Cshr........................2RTInt.
Nichols, F., Bggm...........................2RTInt.
Parker, Ollie, Sec. Frmn.......................1Int
Presley, A. F., Clk................................1Int.
Reynolds, R. W., Cshr..........................2Int.
Rowe, C. D., Clk...................................1Int.
Ryan, J. J., Asst. Cshr..................1RTInt.
Shaver, A. M., Clk........................1RTInt.
Spear, F. M., Clk..................................1Int.
Snider, M., Clk.....................................3Int
Smith, Nellie, Steno........................3RTInt.
Schmuntz, H. J., Clk..............................1Int.
Schmitt, H., Whse. Frmn....................2RTLo.
Thompson, B., Clk................................22Int.
Thorp, R. P., Opr....................................2Int.
Voorhies, J., Clk....................................6Int.
Wagner, O L., Cshr.................................1Int.
Wilkinson, C., Bggmn..............................2Int.

Los Angeles Division

Bole, Frank, Gateman..........................1Int.
Cohn, Walter, Ydmn..............................1Int.
Cole, H. L., Clk....................1Int; 1RTInt.
Donohue, J. W., Frt. Agt..................4RTInt.
Farneman, D., Bgg. Chckr......................2Int
Farrell, R. E., Cshr.................................1Int.
Fielding, T., Frt. Agt...............................1Int.
Fitzgerald, T. F., Clk.........................2RTInt.
Flaharty, F. L., Brkmn...........................1Int.
Fowler, W. E., Firmn..........................1RTInt.
Fread, W. R., Ydmstr.............................1Int.
Geiger, F., Opr.-Clk..............................1Int.
Gordon, Mr., Steno.............................1RTInt.
Gotfriedson, I. B., Cond..........................1Int.
Green, Mr., Engnr...............................1RTInt.
Hall, F. E., Brkmn.................................2Lo.
Holmes, J. F., Tkt. Insp........................5Int.
Jacoby, E. H., Cshr.................................1Int.
McGregor, J., Sec. Foreman....................1Int.
Mulliniks, C. W., Ydmn...........1Int; 1RTInt.
Norton, J. J., Engnr..............................2RTLo.
Palladine, C. C., Frt. Agt.....................2RTInt.
Palmgren, W. D., Frt. Agt....................3RTInt.
Parker, C. R., Gen. Trav. Frt. Agt..... ....2RTInt; 2RTLo.
Phillips, S. M., Clk.....................2Int.1RTInt.
Pletke, L. J., Clk................................1RTInt.
Putman, F. G., Cshr...............................1Int.
Richardson, J. H., Clk............................3Int.
Robbins, C. F., Clk.................................1Int.
Roche, Miss B. A., Steno.....................1RTInt.
Salazar, J. P., Warehsmn-Clk...... 1Int; 1Lo.
Scott, F. E., Gen. Frt. Agt.......................2Int.
Sheffield, C. G., Dist. Bgg. Agt..............1Int.
Shipley, R. L., Ydmn..............................1Int.
Smith, F. G., Tmkpr................................1Int.
Spears, W., Bgg. Checker........................1Int.
Stubbs, H. S., Cshr...............................55Int.
Simmons, J. A., Upholstr.........................2Int.
Swigget, Roy, Parcel Room......................2Int.
Williams, F., Red Cap...............................1Int.

SUCCESSFUL FREIGHT TIPS

Portland Division

Avery, D. C., Clk., Eugene....................1CL
Baker, C. B., Ydmstr., Salem...............2SRO
Barger, G. A., Clk., Eugene...................2CL
Carper, A. A., Chf. Clk., Salem....2LCL; 9CL
Doernhecker, Mr., Clk., Salem...............2CL
Ghom, E. E., Chf. Clk., Eugene..............4CL
Hawton, H. G., Cshr., Albany.......3CL; 2SRO
Houghton, Mrs. F. L., Cshr., Eugene. ..1CL
Kester, F. K., Cshr., Silverton.............4SRO
Longstaff, W., Clk., Marshfield...........1SRO
Mannell, L. J., Clk., Eugene...................1CL
McCabe, C R., Clk., Albany....................1CL
Powell, H. C., Clk., Albany.....................1CL
Scharbach, E. P., Clk., Mt. Angel..1CL; 1LCL
Snyder, H. E., Clk., Roseburg..............1SRO
Willis, E. C., Clk., Medford..................3SRO

Stockton Division

Arnold, L., Clk., Gustine.....................25SRO
Boettcher, D. W., Frmn. Modesto.......88SRO
Brady, A. E., Condr., Modesto.............75SRO
Campbell, D., Carp., Ripon....................1CL
Dillard, P., Lineman, Atwater................1CL
Falk, C., Condr, Merced.......................1SRO
Fields, A., Steno., Modesto................105SRO
Fleming, A. E., Whsmn, Modesto.....100SRO
Hupfer, G., Clk., Merced......................22SRO
Joy, W. S., Trnmstr., Merced.................50CL
McLean, J. D., Clk., Lodi....................371SRO
Picton, L. H., Opr., Oakdale................40SRO
Sorocoto R., Clk., Gustine...................17SRO
Taylor, M. E., Cshr., Merced.................52CL
Tooms, J. V., Opr., Madera...................1SRO
Van Loon, G. A., Cshr., Modesto.........95SRO
Wheeler, A., Condr., Modesto..............71SRO

Los Angeles Division

Adams, F. B., Clk., Los Angeles........7CL
Alt, E. C., Clk., Los Angeles..............29CL
Anderson, A. V., Chf. Clk., San Pedro..10SRO
Anderson, S., Clk., Los Angeles..........9CL
Aylesworth, R. M., Clk., Los Angeles...15CL
Bailey, J., Clk., Los Angeles..............14CL
Baker, C. G., Clk., Los Angeles.........17CL
Baker, G. M., Clk., Los Angeles.........66CL
Baldwin, J., Frmn, Los Angeles...........1CL
Balkuna, T. W., Frmn, Los Angeles.....42CL
Beronio, G. M., Chf. Clk., Los Angeles..19CL
Brown, M. L., Clk., Los Angeles.......48CL
Brown, W. W., Opr., Moor Park........1SRO
Bryant, G., Car Insp., San Pedro.......1LCL
Busche, S. R., Clk., Los Angeles.........5CL
Carlson, G., Clk., Los Angeles............2CL
Carr, H. J., Clk., Los Angeles.............4CL
Church, J., Clk., Los Angeles...............7CL
Cissna, F. W., Clk., Los Angeles.......2LCL
Clavis, P. C., Clk., Florence...............1SRO
Clemo, T. R., Clk., L. B.....3LCL; 4CL; 1SRO
Compton, O. W., Clk., Los Angeles.....25CL
Courtney, G. W., Opr., Anaheim...1CL; 3SRO
Crone, W. L., Clk., Los Angeles.........40CL
Cross, B. J., Hd. Clk., Los Angeles... 15CL
Crouse, C. L., Clk., Pasa.,1LCL; 65 CL; 2SRO
Cummings, J. N., Clk., Los Angeles...14CL
Davies, S. R., Cshr., Riverside..295LCL; 134CL
Door, A. R., Clk., Los Angeles.......2SRO
Doty, M., Cshr., Colton.....................2LCL
Dowler, H. L., Clk., Covina..........10LCL
Duff, G. H., Eng. Frmn., L. A.........38CL
Duncan, A. E., Clk., Alhambra..1LCL; 14CL
Earhart, E. P., Clk., Fillmore............3SRO
Eckert, H., Clk., Los Angeles..............7CL
Evans, L. E., Clk., Los Angeles...........8CL
Fansett, R. P., Cshr., Glendale............1CL
Farrell, R. E., Cshr., Burbank.........6SRO
Fitzgerald, F. A., Clk., Los Angeles....4CL
Flannigan, G. S., Clk., Los Angeles.....9CL
Freeman, C. L., Clk., Calexico..........1SRO
Freese, W. B., Clk., L. A......... 1LCL; 6CL
Gifford, F., Clk., Los Angeles...........17CL
Goetz, H., Clk., Pasadena.................60CL
Hall, V., Opr., Covina........................5LCL
Hayes, C. G., Clk., Los Angeles.......67CL
Hayes, T. Clk., Los Angeles..............16CL
Hill, J. L., Clk., Pasadena.........2LCL; 64CL
Hydt, R., Asst. Ydmstr., L. A...........5CL
Jacoby, E. H., Cshr., Pom., 23LCL; 2CL.;7SRO
Johannas, J. C., Clk., Los Angeles....7CL
Johnson, S. W., Eng. Frmn., L. A.....9CL
Jones, W., Clk., Los Angeles..............2CL
Kemp, C. L., Clk., Los Angeles......10CL
Kesler, L. W., Clk., Los Angeles.......1CL
Livermore, C. D., Chf. Clk.. .....2CL; 29SRO
Matters, H., Insp., Los Angeles.........2CL
McGinty, E. J., Ydmstr., Los Angeles..19CL
McNamara, J., Clk., Los Angeles.....15CL
Moberly, J., Clk., Los Angeles.........24CL
Moberly, M., Clk., Los Angeles.........2CL
Milhous, J. D., Chkr., Los Angeles......1CL
Olivier, P., Clk., Los Angeles..........2LCL
Paul, J. E., Clk., Los Angeles...........19CL
Paul, V., Clk., Los Angeles.................7CL
Phegley, J. A., San Ber...12LCL; 14CL; 47SRO
Phillips, S. M., Clk., Calipatria......18 SRO
Pina, I. M., Clk., Los Angeles.........10CL
Pletke, L. J., Santa Ana...2LCL; 2CL; 3SRO
Poole, O., Clk., Pasadena.........1LCL; 1SRO
Pope, W. W., Clk., Los Angeles.........2CL
Salazar, J. P., Whsemn, Riverside......1LCL
Sersain, J. E., Clk., El Centro...1LCL; 2CL
Sharp, V. V., Clk., Los Angeles...1LCL; 1CL
Smith, E., Clk., Los Angeles...............6CL
Smith, R. D., Clk., Santa Barbara, 1CL; 35SRO
Stewart, M. L., Clk., Pasadena.........1SRO
Stinson, E. R., Cshr., Ontario......6LCL; 4CL
Stubbs, H. S., Cshr., Oxnard............6SRO
Taylor, C. C., Clk., Los Angeles........70CL
Thompson, W. H., Opr., Whittier, 1LCL; 1SRO
Ward, J. R., Cshr., Pasa., 3LCL; 67CL; 1SRO
Webb, L., Clk., Los Angeles...............2CL
Wilson, G. J., Chkr., Los Angeles......4CL
Wistrand, A., Chkr., Los Angeles......16CL
Youngblood, O. S., Op., El Monte, 2LCL; 4SRO

Western Division

Differding, J. G., Clk., Richmond........1LCL
Draa, C. W., Opr., Benicia......1LCL; 1CL
Sanders, Mrs. O., Steno., Oakland Pr., 10CL
Shannon, Miss L., Clk., Oakland........1LCL
Sullivan, G., Opr., Benicia..................1CL
Taylor, E. T., Clk., Oakland...............2CL

Salt Lake Division

Freeman, N. C., Brkmn.....................1LCL
Jackson, C. L., Brkmn., Sparks..1LCL; 1CL
Plumm, L. E., Chf. Clk., Reno..........1CL
Richardson, J., Clk., Winnemucca........1CL
Welty, A. D., Clk., Reno..................1LCL
Wilbur, W. J., Chf. Clk., Reno..........1LCL

San Joaquin Division

Alexander, R. H., Cshr., Visalia..........3CL
Bunch, A. P., Whsemn, Reedley...........7CL
Burr, B. O., Frt. Off., Fresno, 1LCL; 2CL; 4SRO
Christianson, C. C., Cshr., Tulare.........1CL
Conrad, G. R., Cshr., Armona..........3SRO
Dickens, B. L., Clk., Exeter..............1LCL
Ehmke, M. W., Frt. Off., Fresno, 4CL; 1SRO
Engineer, R., Clk., Fresno................9SRO
Farley, E. P., Clk., Visalia.................11CL
Hamilton, J. R., Chf. Clk., Port....1CL; 1SRO
Hill, R. A., Opr., Dinuba....................1LCL
Howell, W., Whsemn, Dinuba..............22LCL
Jacobs, H. F., Chf. Clk., Bakersfield..19CL
Knott, H. H., Opr., Dinuba...............19LCL
Kogley, J. L., Clk., Porterville..........1SRO
Loomer, B. F., Opr., Coalinga..............2CL
Markwell, R. E., Clm. Adj.,Fresno...40SRO
McDowell, W. R., Whsemn, Selma.,11LCL; 8CL
Mills, R. P., Cshr., Reedley..................1CL
Mozier, W. F., Cshr., Kingsburg......3SRO
Nelson, G. A., Chf. Clk., Bakersfield....2CL
Novey, G. W., Clk., Bakersfield.........1SRO
Schmitt, A. J., Chf. Clk., Fresno......10SRO
Schmitz, H. J., Clk., Bakersfield...........1CL
Scrivner, G. E., Cshr., Lindsay..........5LCL
Simmons, C. A., Sec. Frmn, Gosford....1SRO
Snider, M. O., Clk., Bakersfield............1CL
Thorp, R. R., Opr., Exeter.......5LCL; 3CL
Van Dusen, O., Clk., Lindsay...........4LCL
Wagner, O. L., Cshr., Selma.............18CL

Tucson Division

Elliot, A., Opr., Casa Grande............4CL
Quilty, T., Clk., Tucson.....................8CL
Smith, C. R., Car. Dist., Tucson........19CL
Webster, A. C., Condr., Tucson...........8CL
Williams, W., Coll., Phoenix..............18CL

Rio Grande Division

Carlass, Miss K., Steno., Globe...........1CL
Jacobs, L. M., Chf. Clk., Globe...9LCL; 4CL
Vogt, H., Baggman., Globe..................1LCL
Wilson, O. R., Cshr., Globe.................1CL

Sacramento Division

Alger, L., Brkmn., Oroville..................1CL
Barrett, M. P., Clk., Sac....................13CL
Bimrose, E., Clk., Sac.........................4CL
Bothern, P. F., Acct., Sac.................236CL
Brady, B. J., Clk., Sac.......................17CL
Brown, W. E., Chk. Clk., Sac.............25CL
Butler, A., Asst. Frmn, Sac..................9CL
Cahill, Miss A., Steno, Sac.........1LCL; 7CL
Carlson, N., Asst. Dely. Clk., Sac.........4CL
Chesley, C. A., Clk., Biggs..................2CL
Christie, W. M., Clk., Sac....................8CL
Clemence, R. C., Cshr., Marysville, 5CL; 1SRO
Clement, J. W., Asst. Acct., Sac...........8CL
Cole, E. E., Cshr., Chico.....................2CL
Cook, A. D., Clk., Sac........................13CL
Cooley, C. C., Clk. Frt. Off., Sac........28CL
Cox, C., Asst. Frmn., Sac....................17CL
Crum, J. H., Clk., Sac.......................76LCL
Cudley, J., Whsemn, Corning..............1SRO
Ellis, C. C., Timekpr., Sac...................4CL
Erb, C., Chkr., Sac...............................6CL
Ferguerra, L., Clk., Sac........................5CL
Fisher, S. A., Clk., Sac..........................6CL
Forney, E. L., Clk., Sac................1LCL; 1CL
Frank, B., Clk., Sac..............................6CL
Gallichotte, Mrs. M., Clk., Sac................4CL
Garrett, Miss E., Clk., Sac....................4CL
Gilmore, G. S., Frmn, Sac....................38CL
Grow, J. S., Clk., Sac...........................12CL
Hakemoller, Mrs. E. Clk., Sac...............6CL
Hencken, S., Clk., Sac...........................2CL
Hensley, L. E., Clk. Colusa.......11CL; 2SRO
Holmes, R. M., Clk., Sac.......107LCL; 1CL
Horgan, J., Clk., Sac.............................7CL
King, M., Clk., Sac...............................5CL
Lied, E., Clk., Sac.................................7CL
Loomis, Mrs. L., Clk., Sac......................3CL
Mahler, W. F., Chf. Clk., Sac...............27CL
McDole, W. M., Clk., Sac......................8CL
Mello, Miss, Teller, Sac.........................4CL
Mielenz, C., Clk., Sac............................4CL
Mills, C. B., Clk., Sac............................1LCL
Morris, J. W., Clk., Sac..........................7CL
Murdock, R., Cshr., Davis.......................1CL
Payne, J., Clk., Sac...............................4CL
Pletscher, Miss B., Teller, Sac...............4CL
Post, J. L., Clk., Chico...........................1CL
Prescott, A. H., Clk., Sac........................5CL
Robitaille, L. W., Cshr., Sac..................12CL
Silva, F., Clk., Sac.................................6CL
Swazy, A., Sealer, Sac...........................6CL
Thompson, J. M., Opr., Chico..................1CL
Wackford, T. H., Clk., Sac.........3LCL; 8CL
Weaver, W. F., Cshr., Woodland..........3SRO
White, Miss M. J., Clk., Sac...................5CL
Wittpen, H., Sealer, Sac.........................6CL
Woode, J. F., Clk., Sac..........................8CL

Coast Division

Brennan, J. D., Trnmstr., San Fran....40CL
Coniff, C., Clk., San Jose........................4CL
DeYoung, G., Clk., San Fran................10CL
Freese, H. A., Cshr., Palo Alto...............1CL
Grennan, J. L., Clk., Palo Alto.............2LCL
Hanley, W., Chkr., San Jose..................10CL
Heyburn, J., Asst. Car Dist., San Jose...4CL
Kearns, F. J., Chf. Clk.. 1CL; 1SRO
Larkey, J. H., Clk., "C" San Jose............1CL
Museller Jr., A. R., Clk. "C" San Jose..1CL
Spink, R. S., Elect., San Jose.................1CL
Webster, D. E., Secy., San Jose...........1SRO